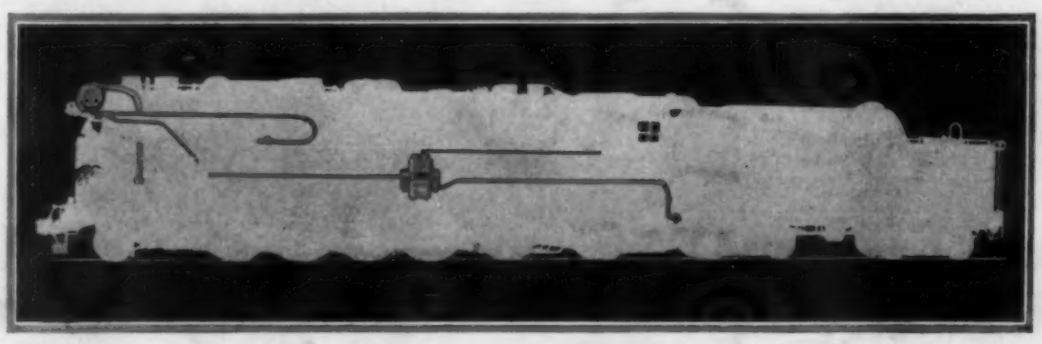
# Railway Age

WITH WHICH IS INCORPORATED THE RAILWAY REVIEW

FIRST HALF OF 1927—No. 6 NEW YORK—FEBRUARY 5, 1927—CHICAGO SEVENTY-SECOND YEAR





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**Volume 82** **Number 6**

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# Railway Age

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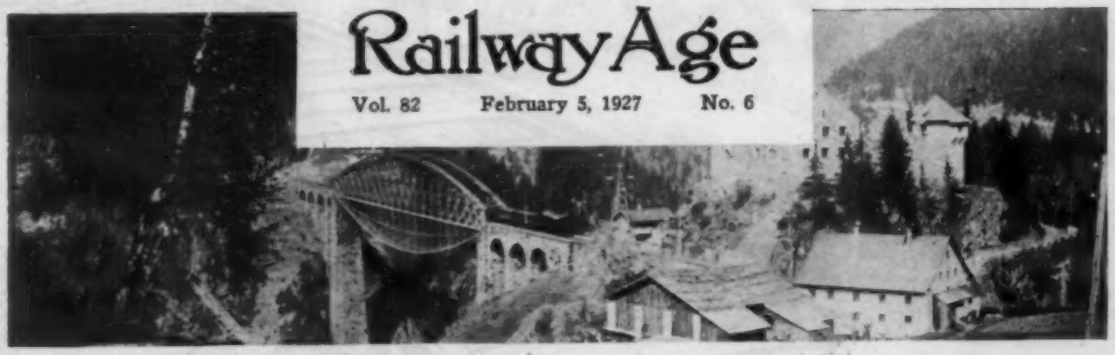

*Electric Train on Trisanna Bridge, Austria*

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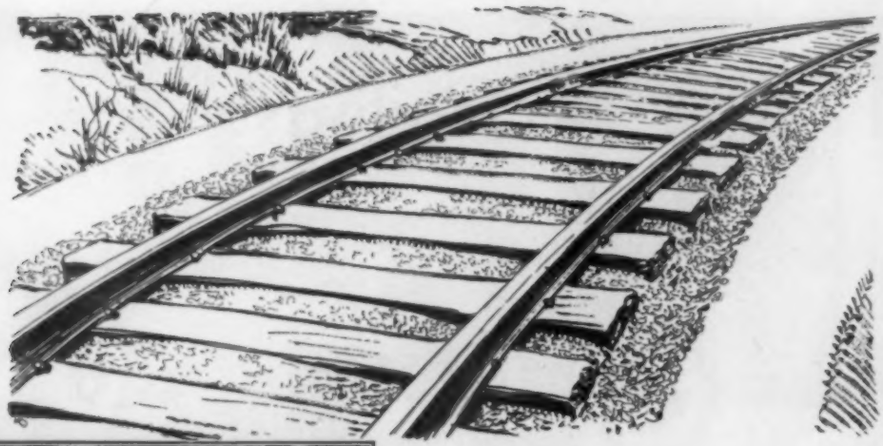
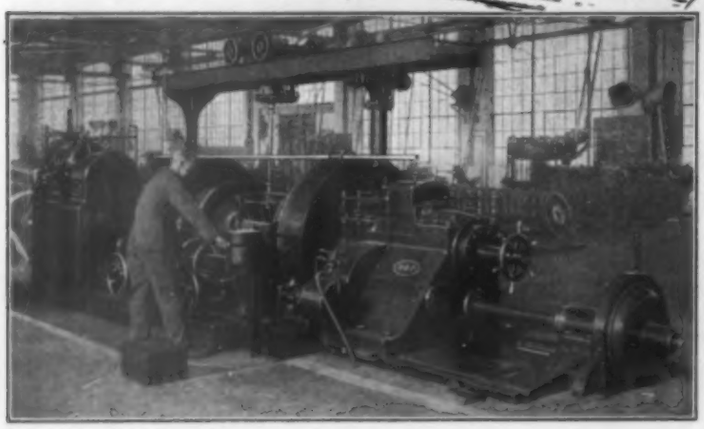


*The handy controls on the No. 4 carwheel lathe have speeded up production in this railroad shop*



# *Follow the* Track to the *Shop*

It is easy to see the wisdom of spending money for track maintenance. A broken-down locomotive cries out its own need for attention. Idle cars that need repairs are shown on reports and get the necessary money to put them back on the live tracks.

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But because it is in a shop far removed from the "executive offices" it is permitted to waste the railroad's money day after day, year after year.

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**Hamilton, Ohio**

# Railway Age

*Vol. 82, No. 6* — *February 5, 1927* — *Table of Contents Appears on Page 5 of Advertising Section*

## *Information Bureau Abuses*

THE purpose of railway information bureaus is to give out correct information. When they fail in this regard they are worse than useless. That they do not always function as they should is indicated by the following examples: An information bureau was asked when a special train would be in. Despite the fact that this special train had been scheduled for a week the information bureau insisted that there was no such train. As a result, the inquirer met the regular train, in bad weather, and missed his friends, who had come in earlier on the special. This same information bureau at another time advised an inquirer that a train was on time, 20 minutes before its scheduled arriving time, when, in reality, the train was over an hour late and had been running that way for over five hours. The bureau's explanation was that the dispatcher had neglected to inform it.

## *The Lengthening Bread Lines*

IT is doubtful if there is any feature of passenger service which is more important in competing for passenger business or in influencing public sentiment toward the railways than dining car service. Few railways seem to have increased the dining service provided in proportion to the increase in the number of passengers carried on long through trains consisting mainly or entirely of sleeping cars. The result appears to be that on most such trains more and more passengers are being forced to stand in line awaiting their turn to get into dining cars. The writer recently was on a train carrying more than 200 passengers which had only one dining car. He began trying to get into it at 6:30 p. m., finally got in at 9:30, and finished his dinner at 10:15. A dining car usually will seat 36 people. They will usually stay in it an average at least of three-quarters of an hour. At this rate it would take four and one-half hours to serve 216 people in single car. On one railway a train carrying 250 passengers recently left its point of origin with only one dining car. This was brought to the attention of the president, who ordered that certain specified trains should not be run in future without more than one dining car for each 120 or more passengers. Can even this number of persons be satisfactorily served in a single car? Of course, it increases operating expenses to add a dining car, but railways that persist in furnishing so little dining service that day after day long lines of passengers are kept waiting are not giving good service, are exasperating their patrons and are inviting trouble for themselves and all other railways. It costs a lot of money to furnish speed, club cars, observation cars, barbers, maids, etc; and the beneficial effects of expenditures for them can be largely or completely nullified by failure to provide enough dining service to enable passengers to get their meals without delays which seem to them, and which, in many cases are, unreasonable.

## *The Passing of the "Red Ball" Freight Trains*

ONE of the unlooked for developments that have been the outgrowth of modern operating efficiency, is the curtailment and, in some cases, the abolishment, of the so-called "Red Ball" or "special handling" freight trains. Perishables, live stock and a few other special classes of traffic will always require special handling, as will solid trainloads from one shipper; but, with these exceptions, when all freight is moving expeditiously, the practice of moving traffic through traffic is inefficient and costly. This development is a logical one. The shipper of the unpreferred commodities is, or should be, paying a fair price for transportation. In the net return, his money figures just as strongly as that of the preferred freight shipper; perhaps more so, after loss and damage deductions have been made. As a rule, there is no particularly sound reason why the raw materials entering into a manufactured product should not receive practically the same service as is given the finished product. The exceptions previously cited must have special handling; but, beyond that, moving all freight over the railroad at a reasonable speed possesses very distinct advantages over moving the preferred freight speedily to the detriment of the unpreferred freight. Not the least of these advantages is the increase in capacity of a line that follows the operation of as many trains as possible at a uniform speed.

## *Inspecting Train Control Equipment*

MAINTENANCE of train control equipment is a relatively new problem and in few cases has a definite procedure been worked out which satisfies all requirements. This is particularly true as concerns the inspection of apparatus on the locomotive. Inspection may be made when the locomotive is inbound to the enginehouse or when it is outbound. In the first case there is ample opportunity while the locomotive is in the house to repair any defect which may be found. A shortcoming of inbound inspection, however, is that damage may occur to train control apparatus when other work is performed on the locomotive in the enginehouse. Outbound inspection overcomes this difficulty, but if the only inspection is made when the locomotive is offered for service, a defect may mean a delay. Because of these facts, the tendency at the present time is to give the apparatus a thorough inbound inspection and to test the operation of the apparatus just before the locomotive goes out. In any case there are numerous details of routine to work out. For example, if the steam pressure is low before the inspector can make his inbound test, the turbo-generator which furnishes the power will not supply sufficient voltage for making a proper test; if tests are made in the yard much time may be lost in going from

one locomotive to another. It will be necessary, therefore, to develop with much care and study such methods and routine practices as will insure dependable service from the equipment.

## The A. R. E. A. Moves

THE American Railway Engineering Association is distinctive among organizations of railway officers in that its constitution provides specifically that the annual meetings shall always be held in the same city, Chicago. It is also of interest to note that in the 26 years since its formal organization it has had only three different places of meeting in that city, one of which, the Congress Hotel, has been the established convention headquarters for 17 years. However, the steady growth of the association has made it necessary to seek a place of meeting which will accommodate greater numbers at the regular convention sessions and also at the annual dinner, with the result that the convention to be held in March of the present year will take place at the New Palmer House. To give up a place of assembly after 17 years will obviously lead to certain temporary disadvantages but the change was a necessary one and will make for more consistent attendance at the sessions by those who come to Chicago for this annual gathering of railway engineers. The directors of the association are to be commended for taking this step. It remains for them to solve another problem brought about by the steady growth of this organization, namely, that of a more complete discussion of the voluminous reports which are submitted each year by its many standing committees.

## Improved Employee Relations

THIS country has been enjoying an unusual degree of prosperity. Because of the alleviation or partial elimination of several factors which were formerly largely responsible for business depressions authorities are pretty generally agreed that this prosperity is quite likely to continue to a greater or less degree for an indefinite period. One important factor in business stability is that the employees and managements are becoming more and more impressed with the mutuality of their interests; this is indicated in the railroad field by the fact that the so-called Baltimore & Ohio plan of labor union co-operation has gained new adherents during the past two years. It is significant, also, according to the report of the National Industrial Conference Board, that the number of industrial and railroad companies using employee representation plans increased from 421 with 1,177,000 employees in 1924, to 431 with 1,347,000 employees in 1926. Over against such facts as this are some disturbing, but, let us hope, less significant happenings. One such is that the conductors and trainmen on the southeastern railroads, except for the Southern Railway, interrupted their conferences with the United States Board of Mediation to take a strike vote with which to reinforce their demands. The resumption of negotiations without any announcement as to the results of this vote, would seem to indicate, however, either that the men refused to vote in favor of a strike, or that the general reaction forced the leaders to a recognition of the fact that the public was not at all sympathetic with this effort, which, to say the least, was hardly in accord with the spirit of the agreement which made possible the passing of the Watson-Parker Railroad Labor Act.

## The Rate Increase in Britain

THE Railway Rates Tribunal of Great Britain has, after several years of consideration and the hearing of voluminous testimony, promulgated its schedule of standard rates. These rates are substantially those proposed by the railways. They are the same for passenger traffic as those already in effect, slightly lower than prevailing rates for workmen's tickets and approximately 6½ per cent higher on freight traffic. The changes will place all rates at approximately 60 per cent in excess of the 1913 level. The Rates Tribunal was instructed by law to set up rates which would in the first year of their going into effect produce a standard gross return, designed to give the railways their 1913 net plus allowances for capital expenditures made since that time. A short article giving some details of the financial situation of the British railways and the working out of the new rate basis appears on another page of this issue. It suffices to say here that earnings, far from satisfactory in 1925, were even less so in 1926. Some relief was imperative in order to maintain railway credit so that additional capital could be attracted for needed improvements. That the Railway Rates Tribunal was willing to grant such relief in the face of general business depression shows its firm understanding of its duty under the law. Starving the railways merely because their patrons are undernourished is a poor way to build up the business confidence upon which prosperity and adequate rations for all industry so largely depends.

## The Public Insists on Service

THE public does not necessarily have to resort to the enactment of new laws to get what it wants. Those parts of the country which suffered from the anthracite strike in 1922 were pretty much disgusted and did not hesitate to express themselves with utmost frankness. Not so much was said during the 170-day anthracite strike which occurred a little over a year ago, and as a result of which there was severe suffering among the poorer classes and great inconveniences and loss on the part of users of anthracite. One reaction, however, seemed to be a quiet determination on the part of many people to get along without anthracite and this was intensified when the prices were raised during the following season. For years the anthracite industry had been enjoying great stability and had difficulty in keeping up with the demands upon it. So extensive has been the reaction of the public against the use of anthracite, because of the strikes, that press dispatches dated the last day of January indicate that thousands of anthracite miners are being laid off in midwinter for an indefinite period, due to the overstocked anthracite market. The public is patient and long suffering, but the standards of intelligence and the American spirit today are such that no important interest can abuse public confidence beyond a reasonable point without suffering a corresponding reaction. In the last analysis the public is going to insist upon a proper and adequate service.

## Progress of the Anti-Friction Bearing

WHEN one considers the past reputation of the railroads for conservatism in taking up new developments which represent marked innovations in the design or construction of equipment, the rapidity with which progress is being made in the installation of anti-friction bear-

ings on passenger cars is of unusual interest. The Pennsylvania has had a few dining cars equipped with anti-friction bearings for the past three or four years, and the number of passenger cars so equipped on this railroad has materially increased within the past year. With this very recent beginning, the announcement, in October, of the Chicago, Milwaukee & St. Paul of orders for roller bearing equipment to be applied to sixty-three of its coaches and sixty-four Pullman cars for service on its lines, was regarded as a big step in the progress of the anti-friction bearing. Now come the announcements of two more railroads: the Chicago & North Western with orders for bearings to equip one hundred twenty new cars and the Chicago, Rock Island & Pacific with orders to equip forty new cars. In both cases the cars are mostly for use in suburban service where the marked advantage of the low starting and accelerating resistance is a big factor in extending the limitations on the use of present motive power. The economic advantages of these bearings from this standpoint are undoubtedly large. If they meet the expectations of their manufacturers as to reliability, and there is reason to believe that they will, reduced cost of attendance and maintenance will be another big factor in their favor.

## *When the Rebuilt Locomotive Pays the Railroad*

A *CASE* was recently cited in these columns in which the increase in tractive force of a rebuilt and modernized locomotive caused so much more wear on the running gear that the cost of maintenance was increased thirteen cents a mile. This case strikingly illustrates the need for extreme care in planning a locomotive rehabilitation program, to insure that no factors are overlooked which may affect the net result. The nature and extent of the program must be determined after a balance has been struck between all of the favorable factors and all of the unfavorable factors, and not after consideration of any one group of factors alone. One of the factors which perhaps bulks largest in most cases, particularly where the locomotives are of comparatively large capacity and where conditions are such that constant use can be made of them, is the additional earning power which the increased boiler capacity of the modernized locomotive makes possible. Even if this increase in capacity amounts to but a few per cent, it may mean from three thousand dollars to eight thousand dollars a year, depending on the capacity of the locomotive and the extent to which its ton-mile producing possibilities can be utilized. The other important favorable factor is fuel economy which, roughly, may amount to half the increase in earnings. There are probably few cases where traffic conditions are such that old locomotives lacking in modern economy and capacity-increasing devices are still adequate in capacity to meet service requirements for even three or four years, in which modernization is not justified. Where the balance is unfavorable to modernization of locomotives in constant service, the economically sound alternative is the replacement of the old power with thoroughly modern new locomotives. Even where the balance is otherwise favorable to modernization, however, the opportunity for taking advantage of the tremendous increase in capacity and economy offered by the thoroughly modern new locomotive may justify the retirement of the old locomotives. The possible advantages of new locomotives are, therefore, also factors to be considered in planning a rehabilitation program.

# Where Does the Depreciation Order Lead?

EVERY one who has a cent invested in railroad stocks or bonds, as well as any person who has anything to say concerning railway financial policies, has reason to feel uneasy regarding the Interstate Commerce Commission's order instituting depreciation accounting. From the point of view of such persons, the chief worry is the clause of the order requiring the setting up of accrued depreciation reserves on fixed property. It is, of course, understood that practically all of the carriers have been charging depreciation on equipment for years. Few have charged depreciation on fixed property.

When charges are made for depreciation the effect is to set aside currently funds of the carrier which are held available to be drawn upon to cover the charge that otherwise would have to be made to operating expenses in a lump sum when a unit of property is retired from service. In railroad accounting the assets thus laid aside are not usually held separately but are included in the carrier's investment in road and equipment, although they may be held, if desired, in the form of securities or as cash. To indicate that such assets are available, however, it is necessary to show on the liability side of the balance sheet an item designated "Accrued Depreciation" which is termed a "reserve." This reserve is much like the company's surplus which also is a liability and represents the excess of the company's assets over its liabilities.

Now, if the carriers are required to set up a new item "Accrued depreciation—fixed property," similar to that now existing under the name "Accrued depreciation—equipment," for depreciation previously accrued but not charged in the accounts, what will have to be done? There are two ways open. One is to set up the liability account and to reduce surplus by the amount of the reserve that it is necessary to set up. The commission, however, realized that if this were done the surplus accounts of many roads would be promptly wiped out with resulting impairment of credit. It, therefore, has proposed to get around the situation by a subterfuge. Its order requires that the previously accrued depreciation not hitherto charged for be now taken into the accounts by a credit to depreciation reserve, shown on the liability side of the balance sheet, and charged concurrently to a suspense account on the asset side. This suspense account would at first be nothing but a balancing item. The commission then suggests that the thus created suspense account could gradually be "extinguished by charges to profit and loss over a maximum period of years or in such shorter time as the carrier might elect."

One may then picture the situation of the carrier. The effect is as if it were to set up the depreciation reserve and transfer the amount needed to establish it from surplus. It has been estimated by competent authority that the carriers will discover upon examination that the amount of deferred depreciation on fixed property will be double that already set up on equipment. A typical case is that of a prosperous dividend paying carrier that has now accrued $22,000,000 of depreciation on equipment and has a surplus of $60,000,000. If the authority above quoted is correct this carrier would have to set up a reserve for accrued depreciation on fixed property of twice 22 million or $44,000,000 and its balance sheet would then show a surplus of but $16,000,000. What would be the effect on its credit? But the commission says that the surplus may be left alone and a suspense asset item of $44,000,000 set up to be extinguished from profit and loss. What would the directors do with

relation to future dividend policies if they realized that net corporate income in future years would have to be used in part to absorb or extinguish a suspense asset that until it was absorbed would appear in the balance sheet as an asset made up of pure water? There has been a great deal said in the past about water in the railroad accounts, but this presumably is about the first time that a regulatory commission has ordered it put in a railroad balance sheet.

The *Railway Age* believes that the situation is alarming and might give the railway investor something to worry about. However, it is just as well to be practical about it. It seems in order to recommend, that those in charge of the financial policies of the carriers carefully look into the situation. They might better do this now than wait until the effective dates of the order later in the year when less time will be available for careful study of such a peculiar situation. The easiest way to look into it is to set up the accounts of a subsidiary company in accordance with the order without waiting to procure exactly correct percentages of depreciation, etc., in order to get an idea of where the order is to lead.

We believe that when railway executives and financial officers see the surplus account of that subsidiary in effect wiped out, or the profit and loss account in effect mortgaged for several years to come for the purpose of absorbing a watered asset in the subsidiary's balance sheet, they will do some heavy thinking about where the commission's depreciation order is going to lead them.

## The Ideal Draft Gear

THE discussion of the paper on the Development and Testing of Draft Gears, which was read by A. F. Stuebing at the meeting of the Railroad Division of the American Society of Mechanical Engineers in New York this week, centered largely around the requirements of a satisfactory draft gear for freight cars under present-day operating conditions. This question has been a leading one in the railway field for several decades and is becoming still more pressing with the severe service which is now imposed upon freight cars The draft gear manufacturers can design their apparatus to cover almost any reasonable requirements within the limitations imposed by the space available. The difficulty is the wide divergence of opinion among railroad mechanical engineers and operating men as to the qualities which must be possessed by a satisfactory draft gear.

Many draft gear studies and tests were made under the direction of committees of the Master Car Builders' Association and later of the Mechanical Division of the American Railway Association. Still more elaborate tests under conditions more nearly approximating those met in actual operation were made under the direction of the Railroad Administration during the period of federal control. In spite of all this research and test data, the Mechanical Division has not yet found it possible to outline the requirements which should be met by a satisfactory draft gear for freight car use. It is extremely desirable to specify such requirements because a freight train on any railroad is quite likely to be made up largely of a variety of foreign cars. If, as at present, there is a great difference in the capacity and action of the draft gears on these cars, trouble is bound to occur, particularly with the long trains and the powerful locomotives which are now used on many railroads.

The importance of this question is fully recognized by mechanical department officers, and the American Railway Association has already arranged for a testing machine to cost $50,000, upon which tests will be made, the full program of which will require two years for completion. It is to be hoped that no time will be lost in making and digesting these tests, in order that requirements may be recommended to which the draft gear manufacturers can be requested to comply. Even then it will take a number of years to equip all cars with draft gears which will meet the standard requirements and thus insure better operating results. This, however, should mean so much in increased operating efficiency and reduced maintenance and repair costs that the railroads will be fully repaid for the extensive research program upon which they are entering.

## Eliminating Train Orders

THE substitution of signal indications for written train orders to direct train movements is receiving increased consideration at this time and a brief review of the developments leading up to this change in practice shows that it is a logical means of eliminating many undesirable train stops and delays. In the early days of single-track railroading the time card system was safe enough but resulted in excessive delays if any train got off its schedule. With the introduction of the telegraph, the time-table was supplemented by authority by written orders. Later automatic signals were added to indicate whether the block in advance was occupied.

With the extensive installation of automatic signals on double-track lines the methods of train operation have so changed as to cause more and more dependence to be placed on automatic signals to the extent that written train orders now serve as little more than a means of communication in case of variations from normal operation, these train orders being decidedly different from the checks, complications and formalities of the original Form 31 procedure. Since 1909 the Erie has used special semi-automatic signals on 140 miles of double track to direct trains to (1) Stop and hold main track; (2) take siding; (3) proceed on main track regardless of following superior train, this method of operation being extended until 889 miles are now so equipped on that road.

On single-track lines equipped with automatic signals numerous roads have been using the Form 19 order for many movements where the more cumbersome Form 31 had previously been considered necessary. The Northern Pacific, the main lines of which are now equipped with automatic signals, recently issued a new rule book in which no reference is made to the Form 31 order. On various roads short stretches of single track in the vicinity of bridges or terminals have been operated by signal indication without written orders for years, while the Missouri Pacific has been following such a practice on a complete division of single track for nearly two years. This idea has been developed on the New York Central Lines and the Central of Georgia, which now have installations under construction on single track by means of which all train movements will be directed by signal indication under the control of signal operators at one or more points. The development of this system is receiving the attention of many operating officers because it not only offers a means of eliminating train stops and reductions of speed to pick up written orders, but also because the flexibility of operation is increased by displaying the signal indication to direct the train movement at the time and place where action is to be taken by the engineman.

# Appointments to the Commission

THE rejection by the Senate of the appointment of Cyrus E. Woods of Pennsylvania for membership on the Interstate Commerce Commission undoubtedly is endorsed by the informed public opinion of the country. There is, however, a marked inconsistency between the course of a number of senators in voting against his confirmation and their course in supporting the bill for regional appointment of commissioners now pending in Congress. There is an equally outstanding inconsistency between the Senate's rejection of the appointment of Mr. Woods and its confirmation of not a few previous appointments to the commission.

Mr. Woods is a man of ability and high character, and there would have been nothing at all objectionable about his appointment if it had not seemed to have some relationship to the struggle over coal rates that is being waged before the commission between the Pennsylvania and the West Virginia mine operators. The appointment was rejected because, whether reasonably or not, it was apprehended that its confirmation would tend, regardless of the merits of this struggle, to determine it in favor of the Pennsylvania mine operators. A majority of the senators were opposed to the appointment of a commissioner who they feared might act as the representative of interests in Pennsylvania.

### Condemnation of Regional Appointments

Other parts of the country have complained of their lack of "representation" on the commission, and, as already indicated, there is pending in Congress a bill to provide for the appointment of members of the commission to represent defined regions. If, as the Senate decided in this case, it would be undesirable to have one commissioner appointed who might act as a representative of a particular region, how could it be desirable to have each and every member of the commission appointed to represent a particular region? The controversy over freight rates between the coal mine operators of Pennsylvania and West Virginia, in which finally the senators from those states became active participants, strikingly illustrates what would be the certain result of having each commissioner appointed to represent a specified region. The office of the commission would then become an arena for territorial struggles over rates in which its members would be expected to serve, not as judges, but as active contenders. The Senate's vote to reject the appointment of Mr. Woods was, intentionally or not, a condemnation of the principle of appointing commissioners to represent regions instead of to act as judges.

### Should Commissioners be Judicial?

If it is desirable to have one man appointed who will help the commission to decide judicially in one case, is it not even more desirable to have all members of the Commission so selected that they can reasonably be expected to decide judicially in all cases? It is easily demonstrable that all appointments to the commission in the past have not been made and confirmed in accordance with the principle that only men of ability who will be reasonably sure to decide judicially in all cases are fit to be made commissioners. There have been a very few instances of the appointment of men to the commission who might have been assumed to be more or less biased in favor of the railways. In every such instance confirmation has been bitterly opposed by a large number of senators. There have been numerous instances of the appointment of men who could reasonably be assumed to have a bias against the railways, and in not one of these instances has the appointment encountered open opposition in the Senate.

### Favors Government Ownership

One of the present commissioners is well known to favor government ownership of railways. It is a practical impossibility for a man who favors government ownership to be judicial in the regulation of railways that are privately owned. Another of the present members of the commission had been for years an attorney for the western intermountain interests in their struggle with the railways over the making of rates to meet water competition on the Pacific coast. It was announced he was appointed to represent the "farmers" at a time when it was notorious that the sentiment of western farmers was very hostile to the railways. What chance was there that he would be judicial in any controversy between the railways and the people of the western intermountain territory? Another commissioner, it was announced, was appointed to represent the commercial travelers at a time when their organizations were before the commission seeking abolition of the Pullman surcharge. Another was obviously appointed to represent organized railway labor when its leaders were carrying on a violent propaganda against the railways and advocating government ownership. In every one of these cases the nominee was confirmed by the Senate practically without opposition or discussion.

### Unfair Regulation and Its Results

Not only has the Senate in the past confirmed numerous appointments to the commission of men who could not reasonably be expected to be judicial in the performance of their duties, but the attitude of Congress usually has been such as to make the commission afraid to decide judicially and upon their merits important cases in which the preponderating weight of evidence and reason plainly were on the side of the railways. The result has been that most of the time during the last twenty years the railways have been so regulated as to make it impossible for them to earn the return to which they have been constitutionally entitled, or to render as good and economical service as the public would have had under a reasonable policy of regulation.

The railway situation is now the best it has been for some years. Under a law expressly making it the duty of the commission to let the roads earn a fair return, they failed for years to earn it, but their net operating income has been increasing and their managements have been making herculean efforts to effect economies and provide good service. Certain things are obviously necessary to make possible continuing increases in the economy of operation and the efficiency of service. One of these is that no changes in the laws shall be made which will discourage or hamper the commission in regulating the railways intelligently and fairly. Another is that members of the commission who have demonstrated ability and fairness shall be reappointed and that new members shall be selected solely because of their ability and judicial temperament. With both of these things, of course, the proposed appointment of commissioners to represent specified territories is utterly incompatible. The most important controversies presented to the commission are those involving rates, and its members should be so selected that in determining them they will act solely as judges seeking to so apply sound legal and economic principles as to promote the welfare of the nation as a whole. The Senate in effect said this in rejecting the nomination of Mr. Woods. It has not always said it. It can do much for the cause of constructive regulation by continuing to say it in future.

*Every Comfort and Modern Facility is Provided in the New Cars*

# Unique Dining Car Service Offered on Santa Fe

*Success of special diner and club-lounge car arrangement shown by over a year's service*

IN August, 1925, the Atchison, Topeka & Santa Fe placed in service on its through trains to the Pacific coast a new all-steel diner and club-lounge car combination designed to give more adequate and better dining car service, to eliminate any waiting in aisles for satisfactory seats, and in general to provide all conveniences now available on the best modern passenger trains, such

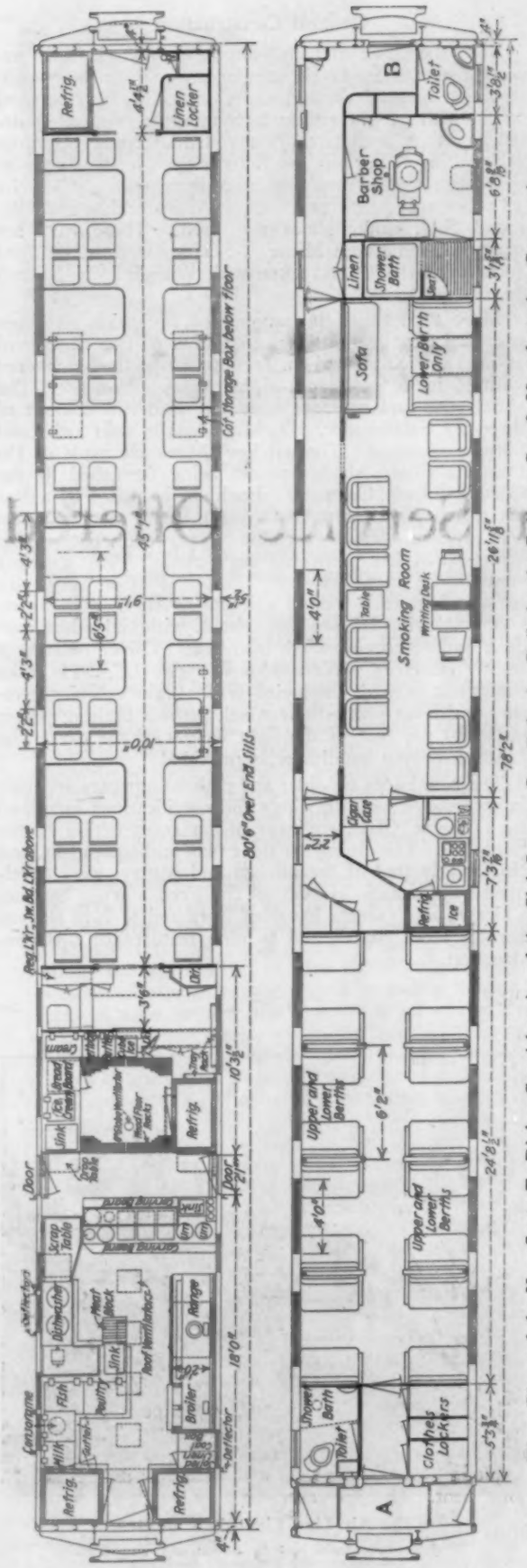
**A Completely Appointed Soda Fountain Is Part of the Club-Lounge Car Equipment**

as a comfortable lounge and smoking room, soda fountain, book store, candy shop, cigar stand, barber shop and shower bath. These cars, with a few minor changes, proved popular and successful from the first, and nine additional two-car units have now been built by the Pullman Car & Manufacturing Corporation, or enough to equip the first section of each of the Santa Fe's California Limited trains.

The cars are operated coupled together, at the head end of the train, with the *A* end of the club car next to the diner and the *B* end next to the first Pullman sleeper. Referring to the dining car floor plan, the absence of vestibules and narrow passageways will be noted. There is but one public entrance and that is from the club-lounge car directly into the dining room proper. When all seats are occupied, additional passengers desiring dining car service simply wait in the club-lounge car, occupying comfortable Pullman sections reserved for them in the *A* end of the car, or passing further back to the smoking and lounge room if that seems preferable. The amount of personal dining service required by railroad passengers at their individual sections or compartments has increased greatly in recent years and the absence of narrow passageways in the new Santa Fe diner expedites this service also, since waiters with loaded trays are no longer obliged to crowd their way by passengers who, in the absence of other arrangements, must stand in the passageways while waiting for dining car seats.

### Dining Car Capacity Increased 50 Per Cent

By eliminating the diner vestibules and passageways considerable space is conserved, and an unusually roomy kitchen and pantry occupy less than the ordinary length in one end of the car. The resultant aggregate saving in space is utilized by increasing the number of seats in the dining room from the usual 30 or 36, to 42. This greater seating capacity, coupled with more expeditious service, due to the improved kitchen and pantry arrangement, make it possible to serve comfortably 50 per cent more people in a given time than with the usual dining car arrangement. This increased capacity avoids the necessity of two diners on crowded through trains, and on trains having less traffic the older diners still give effective service.




Floor Plans of the New Santa Fe Dining Car (above) and the Club-Lounge Car (below)—Built by the Pullman Car & Manufacturing Corporation

The kitchen and pantry deserve special note because of their roominess, equipment, and arrangement to eliminate lost motion in preparing and serving food. On receiving orders from the guests the waiters take them to the pantry, collecting on trays the various parts of their respective orders. The silver and glassware, as well as fruit, salad, cream, ice cream, etc., are obtained in the pantry where everything is conveniently located, and a pantry man is in charge who also serves as a waiter part of the time. Meat, fish, vegetables and the more substantial parts of the orders are secured at the steam table which extends almost the full width of the car and is separated from the pantry by a space about 30 in. wide. With this steam table there is no crowding of several waiters at the usual small opening to the kitchen, and much time is saved. The steam table is also provided with two Stearnes 10-in. coffee urns and an Espy Curtis automatic egg boiler.

Just before re-entering the dining room proper, the waiters pass a checking station where an employee acting as checker and cashier looks over the trays, checks the individual items and writes the total amount of the bill. After serving the meal, the waiter takes the bill together with the money offered in payment directly to the checker and in case change must be made returns it immediately to the guest. This saves time normally spent waiting for the steward who is now enabled to give his entire attention to the guests.

In the kitchen and pantry, steel interior finish is applied, white metal being eliminated wherever possible and replaced by Monel metal. Adequate ventilation is provided by means of four standard Santa Fe type upper deck ventilators, in addition to which, deflectors of special design applied to the windows assist in keepng the ktchen at a comfortable working temperature. It will also be noticed that the kitchen arrangement is such as to permit the help to get away from the heat of the range and broiler at will.

The kitchen equipment includes, besides the steam table mentioned, a large Stearnes coal range, a broiler, fish and poultry boxes, a milk container, meat block, dish washing and sterilizing equipment, and two large refrigerators. Sinks, tables and lockers are available where needed. By raising a hinged shelf over the dish washer trainmen can pass through the kitchen if emergency requires.

Particular attention has been paid to the design of the refrigerators, and the three-day run from Chicago to Los Angeles is made with but one filling of ice. This permits maintaining the food at a more uniform temperature, necessary for its proper preservation, than where ice boxes frequently become nearly empty. The refrigerators are cork lined and have a combined ice compartment to be iced from the roof by means of a hatch and plug in the center of the upper deck. An inverted V-shape apron placed in the center of the hatch opening, diverts the ice to both boxes. The large provision wells or boxes for poultry, fish, milk, etc., are also built to maintain the desired temperature and are cork lined throughout. Monel metal meat pans are used on the steam table.

The pantry is designed large enough to prevent interference of the waiters with each other in the performance of their duties—another helpful influence in speeding up the service. The general pantry arrangement is compact, with the necessary equipment such as dish service shelves, fruit refrigerators, butter, cream, ice cream and cube ice containers all located for maximum convenience. A wooden floor mat is provided, G. S. Woods rubber tiling being used at the pantry entrance. A cork-lined refrigerator in the pantry takes care of bulk pantry supplies, and an additional storage refriger-

ator is installed in the opposite end of the diner. Opposite the latter are lockers to hold the dining room and kitchen linen.

The dining room presents a particularly rich, well-lighted appearance. The interior finish is steel throughout with stippled walls of a light maple color and black trimmings. The upholstering is in red leather and the carpet a Creston-Wilton of special pattern. Bauscher chinaware and Albany pattern silver from Sheffield, England, are used.

### Club-Lounge Car

The *A* end of the club-lounge car, reserved during the day and evening for guests unable to find seats in the dining room, is closed to the public late at night and serves as sleeping quarters for the dining car crew, thus

**Features of the Kitchen Are Its Roominess and Complete Modern Equipment**

avoiding the necessity of the crew sleeping in the diner itself. Clothes lockers and a separate toilet and shower bath are provided for the crew in this end of the club-lounge car.

Besides the 16-seat Pullman section, cut off by a partition, a beautifully appointed smoking room is provided with 10 Heywood-Wakefield wicker lounging chairs, two writing desks, an extension sofa, a lower berth section, magazine table, mail box, etc. The smoking room is separated from the direct passageway to the diner by a low glass partition which permits the entire width of the car to be decorated and treated as one room, at the same time preventing any disturbance of guests in the smoking room by others on the way to the diner. Buffet service in charge of a competent man is installed and includes a small soda fountain with electric mixer and juice extractor, cigar stand, and facilities for the sale of candy, cigars, cigarettes and magazines.

A specially-designed refrigerator is provided for buffet supplies which must be kept cool. The completely appointed barber shop includes a barber chair, folding seat and wash stand, together with the necessary electrical equipment. In connection with the shower bath, there is a dressing room, separated from the shower proper by means of a waterproof curtain. Ample water supply and a means of heating the water have been arranged by the use of additional water tanks and heating drums. The same steel interior finish and red leather upholstery is used as in the diner. Lighting fixtures for the car are furnished by the Safety Car Heating & Lighting Company.

### General Construction

Both the diner and club-lounge car are built in accordance with Santa Fe standards, having a body construction of steel throughout, Commonwealth cast steel trucks with integral pedestals, Symington malleable journal boxes and Standard 37-in. rolled steel wheels. Miner self-locking center pin and B-10 friction bumper are also specified on these cars, which are fitted with Barber No. 12 roller side bearings. Simplex clasp brakes and Diamond S.U. brake shoes are used. These cars are equipped, some with Miner A-5-X, some with Bradford rocker type R-50, and some with Waugh P-24-G draft gears.

More than the usual amount of insulation has been provided, that in the floors consisting of two courses of ½-in. hair felt and ½-in. Insulite, respectively, covered with ⅛ in. of petroleum asphalt, mopped on hot. The sides, ends and roof are insulated with two courses of three-ply Salamander. O. M. Edwards sash locks and fixtures are used. The window shades are made of Du Pont Fabrikoid, shade fixtures being furnished by the Curtain Supply Company. Each car is heated by a Vapor thermostatic steam heat system, Vapor metallic steam heat system, Vapor metallic steam connections also being provided between the cars. Ten Peerless ventilators, furnished by Mudge & Company, are employed in each lounge car and seven in each diner. Okonite wiring is used throughout, with Galvaduct conduit, Crouse-Hinds switch boards and Oliver two-finger train connectors. Westinghouse type U.C.-2-14 brake equipment is used, employing 60-lb. brake cylinder pressure and lever proportions which provide braking power up to 90 per cent of the light weight of the car. The Lindstrom type handbrake is provided.

The new Santa Fe diner and club-lounge cars are built in accordance with drawings and specifications furnished by J. T. St. Clair, engineer of car construction of the Santa Fe. The dining car floor plan and equipment, and particularly that of the kitchen and pantry, were developed by Byron S. Harvey of the Fred Harvey System, Chicago, and patents have been granted to Mr. Harvey for his ideas contributed to nine features of this construction.

**The Air Line Limited, A. D. 1895**

First five-hour train between Boston and New York—Locomotive with "cross-eyed headlights."

# Pennsylvania Plans New Passenger Terminal at Philadelphia

*Proposed improvements include two large stations and many important auxiliary facilities*

WHEN the contemplated plans of the Pennsylvania for new and improved facilities at Philadelphia, Pa., are carried out as now proposed, that city, with about 2,000,000 population, will have one of the most elaborate and effective through passenger terminals in the country, with equally elaborate suburban facilities. This new terminal, which as proposed, includes a large and attractive passenger station of classic architecture, a large railway express building, extensive through and suburban track layouts, and provision for a large post office building, is to be located near the present site of the Pennsylvania's West Philadelphia station on the west bank of the Schuylkill river, about one mile directly west of the present Broad Street station.

Linked with the station project are other important proposed improvements, the more important of which include a large down-town suburban station to be located on 15th street, just north of the present Broad Street station; the opening up of new thoroughfares and the widening of others, leading to and extending around the proposed main station; the removal of all of the Pennsylvania's elevated tracks within the heart of the city by the construction of a subway; and the erection of new bridges to span the Schuylkill river on the main arteries of rail and vehicle traffic to the station from the center of the city.

Other improvements, directly and indirectly linked with the new terminal plan, include three important projects now under way or already completed. These are: the construction of the first unit of a new 14-story stone, brick and steel office building, located about two blocks west of the proposed site of the new passenger station, practically completed; the enlarging and rebuilding of the Pennsylvania's 754-ft. double-track tunnel under 32nd street between Market street and Chestnut street in West Philadelphia, completed on December 12; and the electrification of the Pennsylvania's lines for suburban service to Wilmington, Del., and to West Chester, Pa., which is now well under way.

### Present Facilities Cause Difficult Operating Problems

When the improvements of the Pennsylvania are completed at Philadelphia, that road will have two new passenger stations within the city, in addition to its present station at North Philadelphia, the new stations to be so located and of such capacity as will remedy the difficult operating problems now encountered and, on the other hand, as will provide for the large increase in travel anticipated in the future. The present operating difficulties at Philadelphia are better appreciated when it is understood that the present Broad Street station, in the heart of the city, is a stub terminal about one mile east of the Pennsylvania's main line to the north and south, which necessitates back-up movements, or the reversing of power and coach seats of all through trains which head into the station. Similarly, under the present arrangement, trains between New York and the West, cannot stop at the Broad Street station and the West Philadelphia station without inconvenience and loss of time. In addition to these difficulties, both the Broad Street station, opened in 1881 with 8 tracks but since increased to 16, and the present West Philadelphia station, opened in 1903, are inadequate at times to handle the present traffic.

The extent of the delay and inconvenience experienced under the present conditions is appreciated when it is realized that an average of 510 scheduled revenue trains are operated in and out of the Broad Street station on each week day, about 220 of which are classed as through or long distance trains. In addition, about 77 trains daily stop at North Philadelphia, 47 of which also stop at West Philadelphia. The total number of trains using the three stations, therefore, is about 587 each week day, all but 30 of which make a stop at West Philadelphia. This latter fact shows the importance of the West Philadelphia station location, which led to its being selected as the site of the new main passenger station.

### New Station Will Be Large and Impressive

The new main station at Philadelphia will occupy the block between Market street on the south, an extension of Arch street on the north, 30th street on the west, and a new drive on the east which it is proposed to build along the west bank of the Schuylkill river. Within this area, which measures about 700 ft. north and south and 500 ft. east and west, on a level with the surrounding streets, will be located a concourse 460 ft. long by 160 ft. wide, which will combine the functions of a waiting room and an arrival-and-departure concourse. Grouped around this, will be ticket offices, dining rooms

and restaurants, rest rooms and toilets, parcel and baggage rooms, and such other facilities as are usually found in a terminal of this size.

The architectural treatment of the new station building has been a subject of much study, a desire being had to erect a structure which will harmonize with the present municipal art museum in Fairmount Park, just to the north, and with the proposed improvements which are anticipated in the main approach to the station from the center of the city. As planned at present, the station will be built along the lines of classic architecture with a large entrance portico on both the east and west sides of the building, faced with Corinthian columns of impressive proportions, the columns in each case to form a colonnade through which pedestrians and vehicles will approach and leave the station. On either side of the entrance portico at each end there will be side pavilions of lesser proportions, and outside of these will be long colonnades flanking the full length of the station on the north and south. These colonnades will house the proposed elevated suburban tracks of the Pennsylvania and the present elevated tracks of the Philadelphia Rapid Transit Company, respectively.

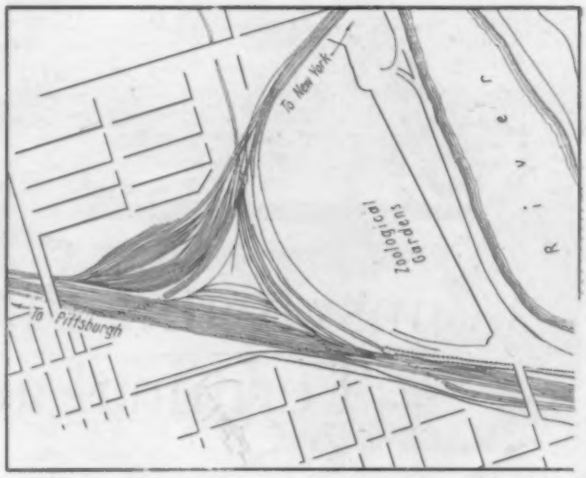
### Extensive Track Layout Will Serve Station

The new station, as proposed, will have 16 low-level tracks, parallel with the river and slightly above the high-water mark, which will provide a continuous route for through trains and a terminal for incoming and outgoing trains beyond the electrified suburban zone. Between every second pair of these tracks, high island platforms, 1,500 ft. long, will be located for the exclusive use of passengers, while alternating with these will be low island platforms of the same length for baggage. On an upper level, above the main floor of the station at the north end, and at right angles to the through tracks and the Schuylkill river, six tracks with island platforms will be constructed for electrified suburban trains, these tracks to extend over the Schuylkill river on a new bridge and then to descend into a subway which will lead directly to the proposed underground suburban station at 15th street.

The train gates within the station will be located in the main concourse along both the north and south sides, and will open to ramps which will extend to the low-level passenger platforms. Within a suburban lobby on the north side of the concourse, ramps and stairs will lead to the suburban platforms above, stairs being avoided wherever practicable. While these will form the main approaches to the suburban tracks, provision will be made also to permit suburban passengers to enter upon and leave the suburban platforms without using the main station concourse.

The north side of the station at the street level, which is above the main station tracks and below the elevated suburban tracks, will be used in the main for baggage rooms from which elevators will operate to the baggage platforms of the low-level tracks and to the suburban platforms above. The vertical distance between the low-level track platforms and the main waiting room and the baggage rooms on the street level is to be 18 ft., while the distance from the street level to the suburban platforms and the Philadelphia Rapid Transit platforms will be about 20 ft.

In addition to the proposed track layout as outlined, the new passenger terminal will involve the construction of north and south connections to the main line tracks, coach yards, multiple-unit suburban train yards, and a set of loop tracks at the south end of the station layout which will permit through trains from the east and west to head into the station at either end, and then

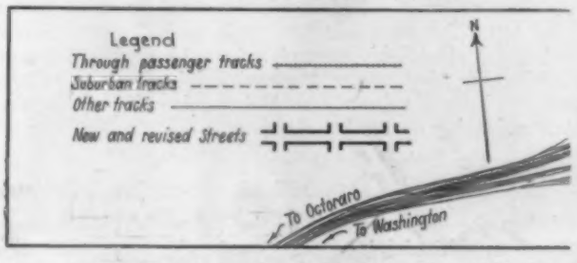



to proceed from the station on a continuous route. Under the proposed plans, the present engine terminal at West Philadelphia, with proper modifications, will be utilized in connection with the new station, it being the intention to convert this terminal gradually into one for handling electric locomotives as the electrification program continues.

With this layout, the train operation of the Pennsylvania in serving Philadelphia will be materially simplified and improved. Trains from the New York division will use a new line on the west bank of the Schuylkill river, from the Zoological Gardens on the north to the main station tracks. After stopping at the station, through trains to the south can then proceed over a short stretch of new line to a junction with the present main line of the Maryland division and the Octoraro branch, about a mile and a quarter south of the station. The New York trains for the west will leave the station over the proposed loop tracks to connect with the present 32nd street tunnel route, and will thence pass over existing tracks to the west. Trains for New York will be able to head out of the station in either direction, using either the new line along the west bank of the Schuylkill to the Zoological Gardens, or the loop and 32nd street tunnel route, just mentioned.

The loop, so called, is in some ways the most essential part of the new terminal plan; in fact the ability to work in this loop, more than any other consideration, determined the specific location of the new Philadelphia station in West Philadelphia. As previously explained, this is due to the fact that with this loop it will be possible for the Pennsylvania to operate its trains from New York to the west and vice versa, in one continuous movement through West Philadelphia, which is not possible under the present arrangement.

In connection with the Pennsylvania's new station plans, extensive improvements are contemplated which

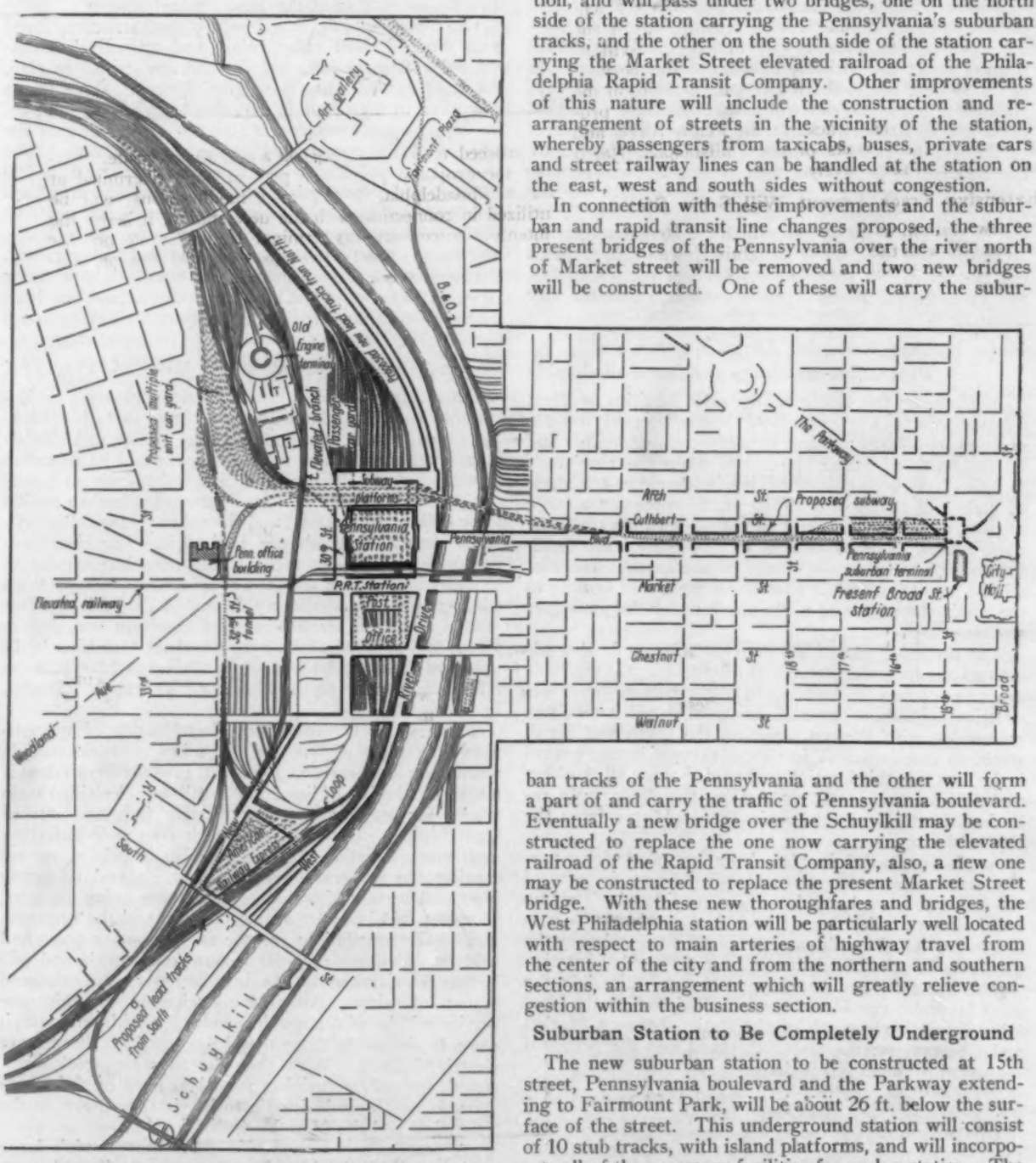



**The Development of the New Plan Will Entail**

include the opening of a new thoroughfare, 90 ft. wide, about on the line of Filbert street midway between Market street and Arch street, to extend from the City Hall plaza in the center of Philadelphia to the new station on the west bank of the Schuylkill river. This improvement will be made possible by the removal of the elevated tracks of the Pennsylvania between the river and the Broad Street station, and the placing of the Pennsylvania's suburban tracks in a subway beneath the proposed thoroughfare, which is to be known as Pennsylvania boulevard. With the removal of the Pennsylvania's tracks from between Market street and the new boulevard, it is anticipated that practically all of this property, owned by the Pennsylvania, fronting on the north side of Market street from 15th to 18th streets and on both sides of Pennsylvania boulevard from City Hall to the Schuylkill river, about 18 acres, will be sold for the sites of large buildings.

Another important civic improvement which is contemplated in connection with the station, is the extension of West River drive along the west bank of the Schuylkill, from its present terminus at Spring Garden street, past the new station to South street. Between the new station and the Schuylkill river, this drive will be on a concrete viaduct at the level of Market street, Pennsylvania boulevard and the main waiting room of the station, and will pass under two bridges, one on the north side of the station carrying the Pennsylvania's suburban tracks, and the other on the south side of the station carrying the Market Street elevated railroad of the Philadelphia Rapid Transit Company. Other improvements of this nature will include the construction and rearrangement of streets in the vicinity of the station, whereby passengers from taxicabs, buses, private cars and street railway lines can be handled at the station on the east, west and south sides without congestion.

In connection with these improvements and the suburban and rapid transit line changes proposed, the three present bridges of the Pennsylvania over the river north of Market street will be removed and two new bridges will be constructed. One of these will carry the suburban tracks of the Pennsylvania and the other will form a part of and carry the traffic of Pennsylvania boulevard. Eventually a new bridge over the Schuylkill may be constructed to replace the one now carrying the elevated railroad of the Rapid Transit Company, also, a new one may be constructed to replace the present Market Street bridge. With these new thoroughfares and bridges, the West Philadelphia station will be particularly well located with respect to main arteries of highway travel from the center of the city and from the northern and southern sections, an arrangement which will greatly relieve congestion within the business section.




**Extensive Track Rearrangements and Additions**

### Suburban Station to Be Completely Underground

The new suburban station to be constructed at 15th street, Pennsylvania boulevard and the Parkway extending to Fairmount Park, will be about 26 ft. below the surface of the street. This underground station will consist of 10 stub tracks, with island platforms, and will incorporate all of the necessary facilities for such a station. The

main underground concourse at 15th street will have a clear span of 70 ft. and a length of 200 ft. The necessity for a concourse of this size is understood when it is realized that this station, when completed, will have to handle at least all of the 50,000 suburban passengers that are now handled daily in the Broad Street station.

Access to the suburban concourse and exit from it to the street will be provided by ramps and stairways which will extend out on property of the railroad between Pennsylvania boulevard and Market street as well as to the Parkway plaza areas at 15th street. Exit from the suburban platforms to the street level will be provided also at the west end of the station platforms at 17th street.

Another important approach to the underground station and exit from it will be provided through a subway passage to the present underground pedestrian subway under the parkway in front of the proposed site of the station, and to those additional pedestrian subways which it is hoped the city will build around the City Hall plaza and to Race street on the north and Walnut street on the south. If these proposed pedestrian subways are constructed, it is planned that they shall lie over the subway traction lines but below the surface of the streets, an arrangement which will make it possible for the public generally to move freely underground, away from the congested street areas, and to be able to reach the Pennsylvania's suburban station and the stations of the Philadelphia Rapid Transit Company and the city subways, without difficulty.

### Plans Provide Space for Large Express and Post Office Buildings at West Philadelphia

In planning the layout of the new facilities at West Philadelphia, a site has already been selected for the erection of a large railway express building. This site is just north of South street and when the new track facilities have been completed, it will lie within a triangle of main rail routes and afford ample space for a large number of tracks to be laid on a level with the tracks of these routes. The advantages of this location are therefore obvious in that the tracks of the express facilities will be readily accessible from all of the tracks leading to the south, the west, and to the north under the passenger station.

The proposed site of the express building is also advantageous from the standpoint of trucking, the available space permitting the building to be surrounded by streets or driveways, above the track level, which will have direct connection with Walnut street on the north and South street on the south. A further advantage in this regard is the fact that this location will tend to draw all trucking away from the passenger station, thereby greatly relieving the traffic in the main thoroughfares from the city to the station.

At present no definite plans have been made for a new city post office for general and rail delivery, in spite of the fact that several sites have been considered. The two main sites considered have been just south of the passenger station, in each case the plans contemplating the erection of the building directly over the low-level station tracks and mail and baggage platforms. Possibly the most favorably considered site is as indicated on the plan, lying immediately south of the station between Market and Chestnut streets, and 30th street and the proposed extension of West River drive.

### Office Building to House 5,000

While not a part of the Pennsylvania's agreement with the city for new passenger station facilities at Philadelphia, two projects are now under way which are essential in making the Philadelphia station plans effective. These are the construction of a large office building at West Philadelphia and the extension of the Pennsylvania's program for electrifying all of its suburban lines out of Philadelphia.

The new office building, the first half of which is practically completed, is located at the junction of Market street, Lancaster avenue and 32nd street, two blocks west of the proposed location of the new station. This new structure will not only give the Pennsylvania modern office facilities, but will provide space near its new terminal for over 5,000 officers and employees that are now located in various offices in the central section of the city, other than at the Broad Street station.

The office building is a 14-story steel structure faced with vitrified, buff color brick, and attractively ornamented with terra cotta and Indiana limestone. In plan, the building looks like the capital letter E, three wings extending to the north of the main body of the building, the south side of which will join the second unit of the building to be constructed at some future time. The front of the building, which faces on 32nd street, is 150 ft. long, while the depth of the building is 250 ft. Each floor provides a clear office area of about 25,000 sq. ft. in addition to that space on each floor occupied by halls, rest rooms, toilet rooms, wash rooms and locker rooms. Fourteen passenger elevators and one freight elevator serve all 14 floors of the building and provision has been made for installing eight more passenger elevators when they are required.

### Electrification Involves 150 Miles of Tracks

The second of the important projects now being undertaken by the Pennsylvania as an integral part of its plans for a new main station and suburban station at Philadelphia, is an extension of the electrification of its suburban service out of Philadelphia, which will permit all suburban trains to use the new underground suburban station to be built at 15th street, and the subway under Pennsylvania boulevard which will lead to it. The electrification now under way includes the suburban service to Wilmington, Del., a distance of 28.1 miles, and to West Chester, Pa., via Media, a distance of 27.4 miles. This work follows the electrification of the main line west to Paoli, 19.9 miles, in 1915; the Chestnut Hill branch, 12 miles, in 1918; and the Fort Washington branch, from Allen Lane station on the Chestnut Hill branch, 6.3 miles, in 1924.

The new work involves the electrification of approximately 52 miles of line and 150 miles of tracks, which, when completed early in 1928, will give the Pennsylvania a total of 90 miles of line and 264 miles of electrified main tracks for suburban service directly into and out of Philadelphia. Thus far, the work on the Wilmington and West Chester electrification has consisted of removing the present overhead telephone and telegraph lines and certain signal lines which are being replaced by cables laid in underground conduit, and the construction of the foundations for the cross-catenary poles and bridges. Delivery of poles is now being made and will be closely followed by the installation of the overhead system of wires. All of the equipment for this new service will be of the multiple unit type with pantagraph contacts similar to those now being used on the present electrified lines. With this electrification work completed, the only remaining suburban lines of the Pennsylvania out of Philadelphia to be electrified, are on the Schuylkill and the New York divisions.

As practically every step in the Pennsylvania's large project at Philadelphia hinges upon preceding changes

or developments, so the electrification of the Wilmington and West Chester lines presumed the complete reconstruction and enlargement of the Pennsylvania's tunnel under 32nd street just south of the present West Philadelphia station, in order to provide proper clearances for the new electrified equipment. This work, which involved many interesting problems has already been completed.

The entire project at Philadelphia, including electrification and the new office building now under construction, which it is estimated will cost the railroad in the neighborhood of $55,000,000, and the city $16,000,000, is the result of many years of study on the part of the engineering officers of the Pennsylvania under the special direction of E. B. Temple, assistant chief engineer, to February 1, and now chief engineer of the Eastern region.

# British Rates Tribunal Raises Freight Rates

THE Railway Rates Tribunal of Great Britain, which has been studying the question of standard rates for the British railways for several years, has issued its decision, effective February 1. The outstanding feature is an increase of approximately 6½ per cent in freight rates.

The British "Railways Act, 1921," which provided for the amalgamation of the railways into four regional systems, also provided for the setting up of a Railway Rates Tribunal which should be the arbiter in fixing standard rates for the British railways. These rates, according to the act, were to be fixed at a point which would allow the railways the net return which they earned in the year 1913 plus a fair rate of interest on capital expenditures made since that time. In 1920, when the railways were in the hands of the government, the Minister of Transport increased the freight rates to a level of approximately 100 per cent over 1913. Since that time, following the return of the roads to their owners, various voluntary reductions were made by the carriers until August, 1923, since which time the level has stood at slightly more than 50 per cent above pre-war. The level has now been increased to 60 per cent above pre-war.

The Railway Rates Tribunal arrived last year at its figure for gross income from railway service which would, with efficient management, produce a net return such as that contemplated by the law. This figure they set at £195,632,983 allocated among the four large systems as follows:

| | |
|---|---|
| London & North Eastern | £61,038,766 |
| London, Midland & Scottish | 79,457,643 |
| Great Western | 31,965,893 |
| Southern | 23,170,681 |

Having determined the figure for gross earnings to which the railways were entitled, the next step of the Railway Rates Tribunal was to decide upon rates which would produce this revenue. It proceeded to establish the percentage of gross revenue which, based on experience, should be produced from freight and passenger traffic respectively by the four companies. The percentages arrived at were as follows:

| | Freight | Passengers |
|---|---|---|
| London & North Eastern | 62.43 | 37.57 |
| London, Midland & Scottish | 60.64 | 39.36 |
| Great Western | 57.53 | 42.47 |
| Southern | 26.37 | 73.63 |

Distributing the proposed standard gross return on the basis of these percentages it was found that the present passenger charges were closer to the standard than the freight and consequently do not require any modification. In consequence prevailing freight rates on the 50-per-cent-above-pre-war level are to be raised to 60 per cent above pre-war—with certain minor exceptions. The standard passenger fares will be those already in force, i.e., 2½d. a mile first-class and 1½d. a mile third-class for one way tickets. A reduction was ordered in the standard scale for workmen's fares. The railways proposed maintaining them at present levels, i.e., 93 per cent above those in force before 1920. Under the new scale the round-trip fare for workmen for distances of four miles will be 5d. (instead of 6d. as at present); for 10 miles, 9½d. (instead of 1s.); for 20 miles, 1s. 2½d. (instead of 1s. 1½d). The reduction in the prices of season tickets for traders was fixed at 25 per cent below the prevailing scale for regular passengers, instead of 42½ per cent below as recommended by the companies. The railways, in commenting on the decision, said, among other things, the following:

"This experiment, (i.e., the rate reductions in 1921-23) after a prolonged trial under varied trade conditions, proves not to have been justified by the results, the railway companies having failed to earn sufficient revenue to carry on their business on an economic basis. The effect of these reductions can readily be seen from the publications of the Ministry of Transport showing the average receipt of the companies per ton per mile. In 1921 this was 2.076d. and in 1925 1.439d., a reduction of 30.7 per cent of the 1921 charge.

"The view of the traders as expressed before the Rates Advisory Committee in 1920 was that railway charges should earn a net annual income sufficient to yield a fair return upon the capital properly employed in the business of transportation by railway.

"In 1913 the net railway receipts of all British railways were £44,100,000; in 1922 the receipts were £44,500,000; in 1923 they were £39,800,000; in 1924 they were £36,500,000 and in 1925 they were £34,600,000. During these post war years, additions to capital totaling over £23,000,000 were made, and with decreased receipts as shown, it became impossible to earn an adequate return upon the capital subscribed. In 1925 only the extensive use of reserves set aside out of past profits and the government compensation moneys enabled the remuneration (before the deduction of income tax) to be at an average rate of 4.3 per cent, the ordinary stock receiving 4.7 per cent. In order to maintain that rate £7,000,000 was taken from the reserve funds, without which the remuneration of capital would have averaged about 3.7 per cent only—obviously a quite inadequate return.

"It follows that unless some steps are taken, the companies will be faced with increasing difficulties in raising capital for the development and extenson of their business, and it is obvious that without such development and extension the trade of the country is bound to suffer, since transport undertakings which are unable to raise capital on reasonable terms will to an ever increasing extent fail to meet requirements of traders and public."

**Selected Items, British Railways Compared with Class I U. S. Roads, 1925**

*(British units shown in U. S. equivalents)*

| | British railways | U. S. Class I roads |
|---|---|---|
| Investment in road and equipment | $5,109,488,000 | *$22,025,279,000 |
| Investment per mile of line | $250,000 | $94,000 |
| Percentage freight rev. to total oper. rev. | 52 | 74 |
| Net ton-miles per mile of line | 1,018,959 | 1,749,197 |
| Net tons per freight train | 148 | 675 |
| Average haul, freight, in miles | 54 | 179 |
| Average revenue per ton-mile, cents | 2.921 | 1.097 |
| Operating ratio | 83.26 | 74.08 |
| Return on property investment, per cent. | 3.7 | 4.8 |

* Including lessors of Class I roads.

# Proposed Fifth Trunk Line System Analyzed

THE fifth trunk line system said to be proposed by L. F. Loree, president of the Delaware & Hudson and chairman of the Kansas City Southern, promises to be 50 miles shorter than any existing railroad between New York and Chicago and 30 miles shorter than any between New York and St. Louis, according to F. J. Lisman of F. J. Lisman & Co., New York, and a frequent contributor to the *Railway Age*, who has analyzed the project and made public certain details regarding it.

Mr. Lisman believes that if plans for the new system are consummated it will compete actively with the Pennsylvania, Baltimore & Ohio, New York Central and the proposed Van Sweringen system. Talk that there is no room for a fifth line, he points out, does not take into account the railroad topography of the country. Sufficient traffic exists, in his opinion, to give the system gross earnings of more than $350,000,000 a year. It would have capitalization in excess of a billion dollars.

"The public seems to have no conception," he says, "of how complete a railroad system, between the Atlantic Coast on the East and the Mississippi river on the West, can still be created by the consolidation of independent connecting corporations—practically without the construction of a mile of additional line, with the exception of Mr. Loree's Pennsylvania project—and by trackage rights involving altogether less than 100 miles or about 1 per cent of the total mileage.

"Such a system would be created around

| | Miles oper. | Capitalization |
|---|---|---|
| Buffalo, Rochester & Pittsburgh | 601 | $52,569,000 |
| Delaware & Hudson | 905 | 118,608,000 |
| Lehigh Valley | 1,363 | 138,335,000 |
| Wabash | 2,524 | 232,131,217 |

and would include for its main stem the new 283-mile road projected by Mr. Loree from Easton to Pittsburgh, known as the New York, Pittsburgh & Chicago, which he calls the "backbone" of the fifth system.

| | Miles oper. | Capitalization |
|---|---|---|
| New York, Pittsburgh & Chicago | 283 | $260,344,233 |
| Wheeling & Lake Erie | 511 | 90,072,858 |
| Pittsburgh & West Virginia | 92 | 34,935,000 |
| Akron, Canton & Youngstown (with its controlled Northern Ohio) | 171 | 18,050,000 |
| Western Maryland | 804 | 140,642,043 |
| Washington & Old Dominion | 81 | 3,250,000 |
| Ann Arbor | 296 | 18,264,250 |
| Green Bay & Western | 234 | 10,100,000 |
| Minneapolis & St. Louis | 1,627 | 71,620,626 |
| Total | 9,492 | $1,188,922,457 |

"The lines would extend from Montreal and Quebec on the northeast, also from New York, Baltimore, Washington and the important Potomac yards south of Washington, with main lines passing through the cities of Pittsburgh, Buffalo, Cleveland, Toledo and Detroit, to Chicago, St. Louis, Kansas City, Omaha and the Twin Cities.

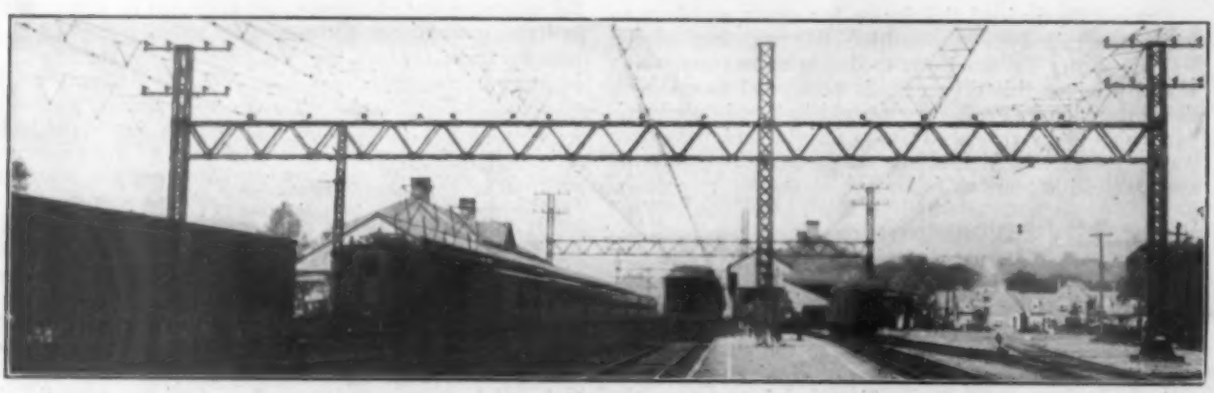
"The mileage between New York and Pittsburgh would be 360 miles, or about 75 miles shorter than the route of the Pennsylvania; the distance from New York to Chicago would be about 50 miles shorter than the Pennsylvania, the present short line, and about 30 miles shorter between New York and St. Louis; it would be the shorter line by 17 miles between Baltimore and Pittsburgh. The line between Pittsburgh and St. Louis would include trackage between Delphos, Ohio, and Huntington, Ind.; 15 miles over the Nickel Plate and 48 miles over the Erie.

"Few people realize that the Wabash is 11 miles shorter between Chicago and Detroit than the Michigan Central and exactly the same distance as the New York Central between Toledo and Chicago. The Ann Arbor division of the Wabash, in connection with the Green Bay & Western, would form a most excellent trans-lake route to the Twin Cities and the Northwest, with avoidance of the congested Chicago gateway.

"Trackage rights would have to be obtained from the end of the Green Bay & Western for a distance of about 35 miles, in order to get into the Twin Cities over the Minneapolis & St. Louis and to avail of the magnificent terminals owned by that company in the city of Minneapolis. The Minneapolis & St. Louis, in connection with the Wabash, forms a short line between St. Louis and the Twin Cities and also a reasonably good line between Kansas City and the Twin Cities.

"The roads above enumerated dovetail into each other from a traffic point of view; as a whole, they are in good physical condition, with quite a substantial amount of double track. Undoubtedly large amounts of money would have to be spent to co-ordinate all these railroads but the economies which can be brought about by joint management would probably pay a very large part of the interest on the additional capital required.

"The only important sections and cities north of the Ohio river and east of the Mississippi not reached by such a system would be sections of Ohio and Indiana, including Cincinnati and Louisville. Ohio and Indiana are gridironed by electric interurban lines which are making a tremendous struggle to recover from freight earnings their loss in passenger business. They are more and more successful in that direction and would, no doubt, greatly welcome the co-operation of a new railroad system."



**"White Mountain Express" on the New Haven at Stamford, Conn.**

# Coal Rates at Issue Before I. C. C.

*Briefs filed by various interests—To be argued next week before entire commission*

WASHINGTON, D. C.

MANY briefs, some of them voluminous, have been filed with the Interstate Commerce Commission in connection with the lake cargo coal rate case, one of the most hotly contested rate cases that ever came before the commission, which has been before it in various forms for some sixteen years, and which is to be argued before the entire commission on February 9 and 10. The present case originated with complaints filed by the Pittsburgh Coal Producers' Association and others asking a reduction in the rates on bituminous coal to Lake Erie ports for transshipment by vessel to destinations principally in northwestern states, or at least an increase in the differentials between the rates from points in the Pennsylvania and Ohio coal districts and those from the more distant fields of the southern coal district. Maryland, West Virginia, Eastern Kentucky, Tennessee and Virginia.

In support of the request of lower rates it was alleged that under the present adjustment of rates, which was fixed by the commission, the southern district producers have been able to supplant Pennsylvania and Ohio coal to a large extent in the markets. Coal producers in the other districts intervened and hearings were held over a long period after which the commission on July 16, 1925, rendered a decision dismissing the Pennsylvania complaint and sustaining the present adjustment.

On motion of the complainants the case was reopened. The issues in the case have been the subject of considerable debate in Congress. Speaking generally the representatives of the northern district criticize the rate adjustment on the ground that it fails to give sufficient consideration to the distance element, while the southern district representatives have stated that the northern district is trying to offset by reductions in rates the effect of the higher wage scales paid in the union mines in the northern district than in the non-union mines of the southern district. This has brought the United Mine Workers into the controversy and one of the briefs filed is by the Illinois district of that organization suggesting that the commission raise the rates from the non-union fields.

### Pittsburgh Coal Producers' Brief

In the brief filed by the Pittsburgh Coal Producers' Association and certain other complainants it is asserted that as early as 1917 the southern districts had taken over 50 per cent of Pittsburgh's lake coal trade and that today they have 80 per cent of it, and that "the main controlling reason for the decline of the district as a producer and shipper of bituminous coal, especially in the lake market, is that it has been denied a just and proper rate of freight." A just and reasonable rate, both *per se* and in its relation to the existing rates from the southern districts, would be $1.06 per net ton, these complainants claim, and they ask the commission to enter such orders as will require the establishment and maintenance of differentials on lake cargo coal that will for the future remove all undue prejudice in favor of the southern districts.

This brief contends that the commission, in its past adjustments of the various rates, has given the southern districts the advantage they are said now to enjoy and that it is its duty to correct the situation. "The commission's report herein," it says, "seems to conclude that the Pittsburgh district is suffering but that the suffering is not due to freight rates. Obviously in response to this cue, the southern districts have made their showing of high costs of labor and of coal lands, and of high taxes, and other expenses of coal production under which the Pittsburgh district labors. But these, as has already been said, constitute no reason why the Pittsburgh district should be penalized in a highly competitive rate adjustment, but on the contrary make it all the more imperative that this commission should accord to the Pittsburgh district a lake cargo coal rate which is more nearly in line with what its competitors pay for their transportation of the same commodity largely over the same lines of railroad as serve the Pittsburgh district. This is peculiarly so because these other matters to which the southern operators point are inherent in the location of the Pittsburgh district, and are not matters with which this commission has power to deal. With respect to the charge that the Pittsburgh district is paying much higher wages than are paid by its competitors in the south, the southern operators failed entirely in an attempt to prove that this was the sole difficulty of the Pittsburgh district."

### Southern District Brief

Interveners in West Virginia, Kentucky, Tennessee and Virginia, in their brief say that "since the re-opening of this case it has achieved nation-wide notoriety. It has been tried in the public press, on the political hustings and on the floor of the United States Senate. It comes now for final decision before the only tribunal that can dispose of it, and therefore the only tribunal before which it should ever have been discussed." The southern coal interests represented by this brief take the position that the northern complaining districts "have an advantage in transportation charges on coal ranging from 28 to 43 cents per ton, which difference the commission fixed after full hearings," and that while the southern district prior to November 1, 1926, "had a temporary advantage in a less cost of production, due partly to the difference in the wage scale in their districts and in the complaining districts," since that date these wage scales have been practically the same in all the districts involved in this proceeding.

"This is a commercial contest," the brief says. "The complainants ask the commission to rob the southern districts of the fruits of their labor, care and investments by the exercise of its great power, and to increase the existing constant transportation advantage held by the northern districts."

These southern district interveners declare that the record shows that the rates from the complaining districts have not been shown to be too high and that the rates from the southern districts to the lakes, while not in issue, have been affirmatively shown to be higher than they might reasonably be. "The rate adjustment demanded by the complainants," they say, "would ruthlessly destroy the investments and business of the southern coal operators, would bring great loss and distress to four states, would deprive the southern railroads of the business which they were built to do, would disregard the interest of the consumer of coal throughout

the northwest, limit their sources of supply of coal and increase its cost, and would vest in the complainants a monopoly of this great market."

### The Railroad Position

The Pennsylvania; Monongahela; Pittsburgh, Chartiers & Youghiogheny; Baltimore & Ohio; New York Central, and Pittsburgh & Lake Erie railroads take the position that the complainants have shown no reason for departing from the decision heretofore made by the commission, in which the commission declined to change the present rates.

"It is believed that under present conditions," the railroad brief says, "a reduction in coal rates would not move, or create a market for, one more ton of bituminous coal per year, for all districts. A reduction in rates as demanded by complainants would mean a direct loss in net income, which the carirers should not be asked to bear. The commission must consider also that if reductions should be made in the rates on this important traffic, there would then be the problem before the commission of finding other commodities on which rates may be increased in an amount sufficient to make up the loss that would result from a reduction in lake cargo coal rates."

The Norfolk & Western, Louisville & Nashville, Chesapeake & Ohio and Hocking Valley take the position that "no longer can it be contended that the present freight rates or freight rate adjustment has in any way restricted the production and shipment of Pennsylvania and Ohio coal. There are two things that stand out so prominently in this case," they say, "that no reasonable mind could escape the conclusion that any difficulties the complaining districts may have in shipping lake cargo coal are due to uneconomic wage scales which operate to so increase the cost of producing coal that, following the three-year Jacksonville agreement, complaining district operators found it more advantageous to buy their coal in the southern fields and pay the higher rates to Lake Erie ports than to produce their coal and pay their lower freight rates, with the result that a large proportion of their mines were voluntarily closed down and when later re-opened were operated on a non-union wage scale basis.

"The second point that this case emphasized is the favorable transportation conditions and the low transportation costs of the carriers serving the southern districts. Much has been said about the greater hauls from the southern districts than from the northern districts. Indeed, complainants' whole case is based upon the one theory that because the hauls from the southern district are greater in distance than from the northern districts the rates should be correspondingly higher. But the testimony and operating statistics are conclusive that distance in the case of slow-moving coal freight can no more be accepted as the controlling measure of reasonable coal rates than can the old lady's adage that 'a pint's a pound the world around' be accepted as a fact."

A brief filed on behalf of the Pittsburgh Chamber of Commerce says that "in this era when America is leading the world in the elimination of waste in industry, the transfer of the bulk of lake cargo coal tonnage to the more distant southern fields represents an economic waste of transportation, not only on the loaded coal northbound, but on the return haul of empty cars southbound, which contradicts our new conception of commercial efficiency.

"The fact is, these distant southern fields were never intended to be rivals of western Pennsylvania, and the artificial attempt to make them such is needless and reckless competition which the Interstate Commerce Commission was intended to cure and not create. Why not await the ultimate development that will afford a natural market for the southern fields? The development of the South is on the way. Nothing can prevent the golden harvest which the future holds for southern minerals. There is no necessity for the South to use the Interstate Commerce Commission and the railroads as a sinew of war to defeat a territory which God fortified with natural weapons, and which he never intended the South should rival. Pittsburgh seeks no 'dole' or other artificial consideration to discount, offset or remove its disadvantages, but it earnestly protests against being deprived of its rightful natural advantage of proximity to the lake cargo coal market as well as prior development of coal deposits, it being a pioneer in that respect."

## Steel Railway Mail Car Bill Reported

THE House committee on post-offices and post roads has submitted to the House a favorable report on H.R.4475, the steel post-office car bill, amended to read as follows:

That after July 1, 1928, all cars, or parts of cars, except as hereinafter provided, used for railway post-office service shall be of steel construction and of such style, length, and character, and furnished in such manner, as shall be required by the Postmaster General, and shall be constructed, fitted up, maintained, heated, lighted, and cleaned by and at the expense of the railroad companies. No railroad company shall be permitted to operate any railway post-office car which is not equipped with sanitary drinking-water containers and toilet facilities, nor unless such car is regularly and thoroughly cleaned. Railroad companies shall place railway post-office cars in stations for use in advance distribution before the departure of trains at such time as may be ordered by the Postmaster General: *Provided*, That after July 1, 1928, no apartment railway post-office car of other than steel or steel-underframe construction may be operated by any independent short-line railroad in trains in which any other steel or steel-underframe equipment is operated.

"The evidence shows that many of the railroads have practically complied with the law; others have not," the committee's report says. "On the short-line railroad trains in which the passenger and other cars are of wooden construction and the traffic is comparatively slow it would, perhaps, be unreasonable to require steel construction of railway post-office cars. The bill as amended recognizes that. Where the trains are of steel construction the railway post-office cars should be of steel also. With better equipment and greater care and efficiency on the part of the railroads in late years, the number of accidents has greatly diminished; the statistics also show that the fatalities in the railway mail service are mainly in the wrecks where wooden railway post-office cars are used in steel trains and that generally the employees are only slightly injured in steel cars similar to the other cars carried in the trains to which they are attached.

"The problem is one not alone of the welfare of the employees, but is also a financial one to the government. Under the terms of the federal employees' compensation law, death or injury in the line of duty is compensated for, and in some instances the amount involved may run upward of $20,000, which is about the cost of a new steel car to the railroads. The bill as reported is substantially in conformity with the substitute for the original bill suggested by the Postmaster General. The committee feels that the bill as recommended more clearly expresses the purpose it has in mind in meeting the situation, and is unanimous in recommending its passage."

# New Western Pacific Executive

*Charles M. Levey becomes assistant to chairman and H. M. Adams succeeds him as president*

CHARLES M. LEVEY, president of the Western Pacific, will on April 1 become assistant to the chairman of the board and will be succeeded as president by H. M. Adams, formerly vice-president in charge of traffic of the Union Pacific.

In announcing his resignation from his position as president Mr. Levey said that he had contemplated retirement for more than a year but delayed it, on account of the acquisition of control of the Western Pacific by Arthur Curtis James of New York, until he thought that the new owners were in a position to accept his resignation. Although he is severing active connection with the Western Pacific, Mr. Levey will continue to be concerned in its affairs, as assistant to the chairman of the board of directors and also as a director.

C. M. Levey

H. M. Adams

Mr. Adams will be in charge of a property with the problems of which he is already familiar because he was associated with the Western Pacific from April 1, 1914, to April 30, 1917, in the capacity of freight traffic manager.

Mr. Levey has been associated with the Western Pacific since November, 1909, when, after an already extensive railroad career spent chiefly in the operating department of the Burlington, he became the Western Pacific's second vice-president and general manager. When the difficulties of the Gould System and more particularly the failure of the Denver & Rio Grande to meet its guarantee of Western Pacific bond interest, placed the latter in receivership on March 1, 1915, Mr. Levey was appointed general manager for the receivers. The road was promptly reorganized effective as of July 1, 1916, and Mr. Levey was elected president of the new company.

The Western Pacific, during Mr. Levey's administration, has considerably changed in character due very largely to the gradual development of the territory that it serves. The most notable change is that the road has gradually become less of a bridge line and now originates on its own rails or on the rails of recently acquired feeder lines an expanding high grade tonnage that it has available to turn over to connecting lines—especially at Salt Lake City. This development, naturally, will continue, but there is in addition a particular interest in the Western Pacific's future because of the recent acquisition of a working control of the property by Arthur Curtiss James reported to be the country's largest holder of railroad stocks.

The reasons that led Mr. James to acquire this interest are not yet clear. It happens that he is also a large holder of stock of both the Great Northern and Northern Pacific. There has been some conjecture as to whether any effort will be made in the future to bring about a closer community of interest between the Western Pacific and the two Northern properties or between the Western Pacific and the Burlington and Colorado & Southern in which Mr. James has an interest through his large ownership of stock in the Great Northern and Northern Pacific.

The Western Pacific does not connect with the Burlington and Colorado & Southern but they are joined by the Denver & Rio Grande Western in which the Western Pacific has a half interest.

The Western Pacific was built by the Gould interests to give them an outlet to the Pacific coast. The construction was undertaken by the then Denver & Rio Grande which guaranteed the interest on the bonds of the new subsidiary company. This guarantee was not met and the bondholders upon securing control of the Western Pacific in the latter's receivership then entered into litigation which ended in victory in the form of a large judgment in their favor which was turned into control of the new Denver & Rio Grande Western, a half interest in which the new owners later turned over to the Missouri Pacific. These features are pointed out because they indicate that the Western Pacific is rather a more important railroad than it appears on the map.

The Western Pacific has a single track line from Salt Lake City rounding Great Salt Lake on the south and then paralleling the Southern (Central) Pacific across the greater part of Nevada. It is sufficiently near the latter so that for 178 miles there is double track operation, the Western Pacific rails being used eastbound and the Southern Pacific westbound. The Western Pacific from this section on has a less direct route to the coast than the Central Pacific. It follows the Feather river and after reaching Sacramento has a more round-about route into San Francisco. The Feather river district compensates for the additional mileage by yielding a growing lumber traffic which moves principally eastbound via Salt Lake City and the Denver & Rio Grande Western.

### Western Pacific's Traffic

The Western Pacific has in recent years been acquiring a growing number of feeder lines in California and now has built up a substantial traffic in California perishable fruits which move eastward principally via Salt Lake City and the Union Pacific. The road gets a haul on this traffic equal to nearly the entire length of its line. Two other large items of its traffic are "Other ores and concentrates" and "bullion and matte" originating in California and Nevada and moving to smelters in the Salt Lake area. A large volume of coal tonnage is received from the Denver & Rio Grande Western and the Utah Railway for movement westbound.

Combining these features it will be seen that under Mr. Levey's administration the Western Pacific has gone through a receivership, been reorganized successfully, then rehabilitated and gradually changed from a bridge line serving either lean or undeveloped territory into a railway producing a large volume of high grade freight traffic. The road is now sufficiently well off so that it pays 6 per cent dividends on its preferred stock.

Mr. Adams will continue the work that is now under way. It has been stated that he is already familiar with the Western Pacific through his former connection with the property. He must be presumed to have a peculiar insight into the road's problems from having been able to study them from a position as traffic vice-president of a connecting and neighbor railroad. Presumably he has been able in that position to visualize the position that the Western Pacific holds in the general strategic situation of the carriers serving that part of the country west of the Rockies.

The chairman of the board of the Western Pacific is T. M. Schumacher, formerly president of the El Paso & Southwestern. With Arthur Curtiss James with his large interest in the Northern Pacific and the Great Northern having a working control of the Western Pacific, and with three men of such standing and familiarity with western railway conditions as Messrs. Schumacher, Levey and Adams in its management, one cannot help but presume that big things are in mind as to the future of the Western Pacific.

### Mr. Levey

Charles M. Levey was born on July 27, 1858, near Olena, Huron County, Ohio. He was educated in the public schools and entered railway service in April, 1871, as a telegraph operator on the Michigan Central. In June, 1872, he became night telegraph operator on the Burlington & Missouri River at Red Oak, Ia. Following 1874, when the Burlington & Missouri River was consolidated with the Chicago, Burlington & Quincy, Mr. Levey spent one year as an operator, two years as clerk to the general agent and trainmaster at Creston, Ia., three years as chief clerk to the superintendent of the Iowa lines at Burlington, Ia., and two years as chief clerk to the general superintendent and assistant general manager. In January, 1883, he became superintendent of the St. Louis, Keokuk & North Western and Chicago, Burlington & Kansas City, subsidaries of the Chicago, Burlington & Quincy. In January, 1887, he was promoted to general superintendent of the same roads at Keokuk, Ia., and in June, 1892, became general superintendent of the Iowa lines of the Chicago, Burlington & Quincy. He became general manager of the Missouri lines of the same road at St. Louis, Mo., in May, 1902. On February 10, 1904, he left the Chicago, Burlington & Quincy to become assistant to the president of the Northern Pacific at Tacoma, Wash., and on June 1, 1905, was appointed third vice-president of that road. From November 1, 1909, to March 1, 1915, he was second vice-president and general manager of the Western Pacific Railway at San Francisco, Cal. While the Western Pacific Railway was in receivership Mr. Levey was general manager for the receivers and on July 15, 1916, he became president of the Western Pacific Railroad, successor to the Western Pacific Railway.

### Mr. Adams

Harry M. Adams was born on January 3, 1867, at Camanche, Ia. He entered railway service in 1880 as a messenger on the St. Louis & San Francisco at Cherryvale, Kan. He held various positions in station service on the Kansas City, Fort Scott & Gulf, now a part of the St. Louis-San Francisco and the Southern Kansas, now a part of the Atchison, Topeka & Santa Fe, until 1886, when he became chief clerk in the general baggage department of the Southern Kansas. From June 1, 1887, to October 15, 1887, he was cashier at the local freight office of the same road at Cherryvale, Kan. On October 15, 1887, he became chief clerk in the general baggage department of the Oregon Railway & Navigation Company and on December 1, 1889, division baggage agent on the Union Pacific at Portland, Ore. From April 1, 1890, to June 1 of the same year, he was advertising agent of the same road. On June 1, 1890, he became baggage agent of the United Carriage & Baggage Transfer Company. From June 10, 1893, to March 1, 1894, Mr. Adams was in South America. On March 1, 1894, he became ticket clerk of the Union Pacific and the Oregon Railway & Navigation Company at Seattle, Wash., and from October 1, 1894, to July 1, 1895, he was a clerk in the general freight office of the Oregon Railway & Navigation Company at Portland, Ore. He became traveling freight and passenger agent of the same company on July 1, 1895, and on October 30, 1897, chief clerk in the general freight department. On March 1, 1898, he was promoted to general agent of the same

company at Spokane, Wash., and on May 15, 1902, he became assistant general freight agent at Portland, Ore. He became assistant traffic manager of the Great Northern at Seattle, Wash., on June 1, 1905, and on December 1, 1907, he became general freight and passenger agent of the Spokane, Portland & Seattle at Portland, Ore.

From July 1, 1910, to April 1, 1914, Mr. Adams served as freight traffic manager on the Western Pacific at San Francisco. On April 1, 1914, he became general traffic manager of the Missouri Pacific at St. Louis, Mo. On May 1, 1917, he was elected vice-president of the Missouri Pacific. From January 10, 1918, to February 28, 1919, he was chief of Inland Traffic Service (War Department), United States Railroad Administration, Division of Traffic, at Washington, D. C., and from April 1, 1919, to September 30, 1919, traffic assistant to the regional director, United States Railroad Administration, at St. Louis. On October 1, 1919, he was elected vice-president in charge of traffic of the Union Pacific System.

# Southern A. T. C. Four Times I. C. C. Requirement

WASHINGTON, D. C.

THE Southern Railway has advised the Interstate Commerce Commission of plans for the installation of automatic train control which, with the mileage already installed or in service, will amount to over four times the 638 miles covered by the two orders issued by the commission affecting its system, or a total of 2,555 miles. Authorizations for much of this mileage have been reported in recent issues but authorizations for 1,187 miles additional have been included in the 1927 budget for the Southern system. The device to be installed is the same as that adopted for the lines equipped in compliance with the commission's orders, the intermittent inductive system of the General Railway Signal Company.

As soon as the Southern found a type of train control apparatus in which it had confidence it adopted a policy of progressive installation on those of its lines on which high-class passenger service is operated, giving preference to single-track mileage in the belief that the device may be expected to justify itself most on such lines. When the installations are completed the following principal routes will be operated under automatic train control; Cincinnati to Jacksonville, Cincinnati to New Orleans, Chattanooga to Memphis, and Spencer to Atlanta. The installation from Chattanooga to Macon was completed on January 31 and others on the 1926 budget are expected to be completed within the next few months.

The mileage coveraged by the commission's two orders, 638 miles, includes the lines from Cincinnati, O., to Chattanooga, Tenn., and from Spencer, N. C., to Howell, Ga., near Atlanta. The 1926 budget included the line of the Southern from Chattanooga, via Atlanta, to Macon, Ga., 240 miles, and from Salisbury, N. C., to Morristown, Tenn., 228 miles; and the line of the Georgia, Southern and Florida from Macon to Jacksonville, Fla., 262 miles.

The 1927 budget includes the following, for which contracts for material have been let:

Southern—Biltmore, N. C., to Hayne, S. C., 66 miles.
Southern—Charlotte, N. C., to Columbia, S. C., 108 miles.
Southern—Bristol, Tenn., to Chattanooga, Tenn., 241 miles.
Southern—Stevenson, Ala., to Memphis, Tenn., 275 miles.
Alabama Great Southern—Chattanooga, Tenn., to Meridian, Miss., 295 miles.
New Orleans & Northeastern—Meridian, Miss., to New Orleans, La., 202 miles.

# Many Essays Submitted in Illinois Central Contest

A TOTAL of 321 students of 39 colleges and universities located along the lines of the Illinois Central submitted essays in the system's contest on "The Place of the Railroads in the Life of the American People," which is being conducted to stimulate interest in railway subjects among college and university men and women, and to determine the value of an educational advertising campaign begun last year by President C. H. Markham and continued this year by President L. A. Downs. The Illinois Central last year published, in student newspapers and magazines at institutions of four-year college rank or better, a series of eight educational advertisements under the following headings: "Transportation in Modern Life," "Methods of Transportation," "Railroads 100 Years Old," "A Nation Built by Rail," "The Railway Organization," "Buyers of Railway Service," "Servants of the Public," and "How Railroads Are Owned." At the end of the year, this series was reprinted in a booklet entitled "A Short Course in Railway Transportation," copies of which were furnished the various college and university libraries.

The series was established in the belief that by reaching in their formative years the business and professional men and women of the future the railroad might lay a foundation of understanding which would have far-reaching value in later years. In order to test out the response among the students themselves, it was decided to hold an essay contest this year, based upon the series last year and upon the students' own observations of current business conditions. In each college and university a prize of $50 was offered for the best 1,000-word essay on this subject and in addition, a grand prize of $100 will be awarded for the best essay among the 39 $50 winners. Each essay entered in the contest is, therefore, a possible winner of $150.

The judging of the essays now in progress is being handled by four groups of three judges each. One group will determine the results by colleges and universities in the northern and western districts, another in the central and a third in the southern parts of the system. The fourth group will pick the system winner from among the 39 local winners determined by the other three groups. In choosing the three judges of each of the four groups, an effort was made to include one business man, one educator and one newspaper man, thereby combining the viewpoints of the public, the press and the college and university people upon railway topics. After the winning essays have been selected from these colleges and universities the winner of the grand prize will be chosen by Dr. Julius H. Parmelee, director of the Bureau of Railway Economics, Washington, D. C., Samuel O. Dunn, editor of the *Railway Age*, Chicago, and James M. Thomson, publisher of the New Orleans Morning Tribune and Item.

The essays are being judged primarily upon the thoughts developed, although neatness, clarity and brevity carry weight. The railroad reserves the right to retain for its own use the winning essays.

The five schools ranking foremost in the number of essays submitted are Creighton University, Omaha, Neb., with 63; Iowa State Teachers' College, Cedar Falls, Iowa, 27; the University of Illinois, Urbana, Ill., 18; Millikin University, Decatur, Ill., 18; Sioux Falls College, Soux Falls, S. D., 18.

The schools in the "a" group are: Sioux Falls College, Sioux Falls, S. D.; Creighton University, Omaha,

Neb.; the University of Omaha, Omaha, Neb.; Iowa State Teachers' College, Cedar Falls, Iowa; Columbia College, Dubuque, Iowa; the University of Dubuque, Dubuque, Iowa; Ellsworth College, Iowa Falls, Iowa; Coe College, Cedar Rapids, Iowa; Morningside College, Sioux City, Iowa; and the University of Wisconsin, Madison, Wis. The schools in the "b" group are: Millikin University, Decatur, Ill.; the University of Illinois, Urbana, Ill.; Illinois State Normal University, Normal, Ill.; Illinois Wesleyan University, Bloomington, Ill.; Lincoln College, Lincoln, Ill.; Southern Illinois State Normal University, Carbondale, Ill.; the University of Chicago, Chicago; Loyola University, Chicago; DePaul University, Chicago; Northwestern University, Evanston, Ill.; Bradley Polytechnic Institute, Peoria, Ill.; Rockford College, Rockford, Ill.; Indiana Central College, Indianapolis, Ind.; Butler College, Indianapolis, Ind.; Indiana University, Bloomington, Ind.; Evansville College, Evansville, Ind.; and St. Louis University, St. Louis, Mo. The schools in the "c" group are: the University of Louisville, Louisville, Ky.; Southwestern College, Memphis, Tenn.; Union University, Jackson, Tenn.; Millsaps College, Jackson, Miss.; the University of Mississippi, University, Miss.; A. & M. College, A. & M. College, Miss.; Mississippi Woman's College, Hattiesburg, Miss.; Birmingham-Southern College, Birmingham, Ala.; Howard College, Birmingham, Ala.; Louisiana State University, Baton Rouge, La.; Loyola University, New Orleans, La.; Tulane University, New Orleans, La.

# Lehigh Valley Train Control Approved

WASHINGTON, D. C.

THE Interstate Commerce Commission, Division 1, has issued a report approving with exceptions the installation of the automatic train-stop system of the General Railway Signal Company on the New Jersey & Lehigh and the New York divisions of the Lehigh Valley, from Easton, Pa., to Newark, N. J., 65.6 miles. This includes 0.92 miles of single track, 32.34 miles of double track, 19.94 miles of three tracks and 12.4 miles of four tracks, a total of 175.02 track miles, and there are 150 locomotives equipped.

The cost of this installation, as reported by the carrier, covering wayside and locomotive equipment is as follows:

| | |
|---|---|
| Roadway equipment: | |
| Total cost of roadway equipment of train control installation, less power lines and power apparatus, less cost of signals or cost of change in existing signal system, less salvage | $50,918.04 |
| Total cost of power lines and power apparatus, less salvage | None |
| Total cost of signal system installed in connection with train control, less salvage | None |
| Total cost of change in existing signal system made necessary by train control, less salvage | 7,600.40 |
| Total costs, all other roadway equipment | 950.17 |
| Total cost of roadway installation | $59,468.61 |
| Locomotive equipment: | |
| Total cost locomotive equipment installed | $170,142.78 |
| Total cost of installation | $229,611.39 |

The exceptions and requirements are as follows:

1. Non-equipped locomotives must not be operated in road service in train-stop territory unless double heading behind a locomotive the train-stop equipment of which is in service.

Locomotives with the device cut out must not be run in road service from terminals in train-stop territory unless double heading behind a locomotive the train-stop equipment of which is in service.

When necessary to operate locomotives through to terminals with the train-stop device cut out account failure enroute, special protection should be provided.

2. Pusher, and other locomotives operated backward in road service, with the current of traffic must be equipped with the train stop device for such movements.

The Lehigh Valley Railroad Company is expected to comply with the following requirements as to maintenance, tests, inspection, etc.

1. The report forms for roundhouse inspection and tests appear to be adequate for the purpose intended except that no test for grounds is included. If the inspection and tests called for, including one for grounds, are efficiently made, the irregularities in adjustment or operation promptly corrected, and the information accurately recorded, these reports, properly signed, should be satisfactory. There was ground for criticism with respect to these points at the time of the inspection.

2. Thorough and complete tests of the locomotive train-stop equipment should be made periodically. The condition of the forestalling mechanism on locomotives 2032 and 704, and of the reset mechanism on locomotives 736 and 817 indicated serious neglect in this respect.

3. The double-heading cocks not yet so modified that they will cut out the engineman's automatic brake valve before they cut out the train-stop device should promptly be so modified. It is reported that this change is now actively under way.

4. Automatic brake valves should be so assembled and maintained that all parts will accurately register as intended when the rotary is moved either manually or automatically.

During the locomotive tests and observations, it was noted that this was not the case on all locomotives, apparently due to lost motion between the actuator driver and the valve spindle, and between the key of the valve spindle and the slot in the rotary valve.

Rotary valves and rotary valve keys worn beyond allowable limits should be replaced by new ones, and in all cases proper adjustment of the actuator cylinder cap stops should be made and these stops fully secured. Locomotives 1620, 767, 750, and 747 are cases in point.

5. Whistles should be so located and maintained as to insure their being readily heard by both the engineman and the fireman on double-cab locomotives as well as on others.

6. Since crosses in some of the locomotive circuits will produce false-clear operations, it is obvious that the integrity of these circuits must be adequately protected. Grounds were found during the inspection on the headlight generator circuits of locomotives 800, 1642, 731, 785, 1451, and 1610.

7. The generators employed to furnish current for the train-stop and lighting system should be of proper design and ample capacity. It is not believed that the type used before the superimposition of the train-stop system will prove to be adequate.

8. It is stated that since the inspection, steps have been taken to prevent water from entering and lodging inside of the electro-pneumatic valve housings. This should be carefully checked to make sure that no locomotives have been overlooked in this respect.

9. The mechanism boxes on locomotives 786, 729, 1678, 713, 707, 1610, and 766 were neither locked nor sealed at the time of inspection.

10. Signal maintainers should be provided with written instructions covering the inspection, test, and maintenance of the inductor and its circuit, and arrangements should be enforced for the periodical inspection and test of all roadside inductors and their circuits in accordance with these instructions; reports to be made on suitable forms and promptly forwarded to a designated officer. During the inspection, four inductors were found to be too low, due to failure to properly tamp their supporting ties.

11. The proper relationship between the locomotive receiver and the rail should be rigidly maintained. This should be frequently checked, on level track, with a substantial and accurate gauge.

During the inspection receivers, which were too high and inductors which were too low were found. This might result in false-clear failures.

12. The closing of the inductor winding in this device results in a clear operation; hence a cross in the wires leading to the inductor would result in a false-clear condition. The installation and maintenance of the track inductor circuit must be such as to protect the integrity of this circuit at all times.

13. The conditions attendant upon the use of two-position signals at certain points in the three-position signal system in train-stop territory may warrant preferential consideration in the signal program, and the matter is here brought to the attention of the carrier accordingly.

14. It is suggested that the braking distance for freight trains between signals 764 and PG 48, and that beyond the inductor at signal 261, be checked with a view to making sure that adequate distance is provided.

15. It is suggested that information which trainmen and enginemen should have with regard to this installation be included in the current operating time tables.

# Pacific Region Younger Railroad Men's Conference

By William S. Wollner
General Safety Agent, Northwestern Pacific

THE Storeys, Markhams and Grays of the next generation will be just as great executives as these men who, by their inspiration and example, are guiding those who are today clamoring for a place on the ladder of success. This is the outstanding impression that the observer carried with him from the Pacific Region Younger Men's Railroad Conference in Sacramento, California, January twenty-second and twenty-third. But while the executive who mounted the lower rungs of this ladder half a generation ago had to pull himself upward almost entirely by his own effort, the young men who are today seeking a foothold are being assisted in a manner that was undreamed of in the last century.

Imagine 156 railroad workers ranging in age from 16 to 24, coming from every part of the Pacific Coast, where they are in the service of 14 different roads, dividing themselves into groups where they could discuss among themselves and with their elders the problems they will meet upon the road to success.

In one group an apprentice asked, "Which is deserving of greatest consideration, what I consider my personal rights or the carrying out of the agreement with the shops association?" This boy had served three years of his course as a machinist apprentice, but owing to his family having moved to another town, was unable to complete the course. He accepted a position as a helper in the railroad shops in the new location, and upon his superiors observing his ability to do machinist work, was placed upon special jobs and given the machinist's rate of pay. His fellow workers objected to this procedure, not because he was unable to do the work, but because it was contrary to the terms of the agreement between the men and the company.

Said one youth, "Suppose you had completed your apprenticeship, wouldn't you want to feel that you had a profession and that only those who had had the same education as you were entitled to do a craftsman's work?"

Asked another, "Didn't you and the rest of the men in your shops select the representatives who sat with the officers of the company when they drew up the agreement, and isn't it just as binding on you as the laws that are made by the men you send to Congress?"

Many other suggestions were offered and questions asked, this particular part of the discussion being brought to a conclusion by this lad's confreres advising him how, by presenting the matter properly, and through the proper channels, he could gain what he considered his rights without having the agreement violated or injuring his fellow workers.

"Which is most important, technical or practical knowledge?" was a question presented and discussed in another group. Both theories had their proponents, the decision reached being that a blending of the two was best, this being based on statements made in club meetings and articles by men who spoke with authority. But a more important angle than the mere settling of the question, that developed from this discussion, was that the greatest need of successful railroading is "sympathetic co-operation," and that to attain this technicians and practical men must work together so that the former may have the benefit of the latter's knowledge and vice versa.

### Other High Lights

Picture rough benches placed in a railroad car shop in front of a speaker's platform, the 156 young delegates interspersed with grizzled veterans of the service partaking of a box lunch, while from the speaker's stand Cameron Beck, inspirational orator of the New York Stock Exchange, addresses them on, "Building For a Bigger Tomorrow." No flowery introductions, no laudation of the speaker, nor of the railway executives who sat on the platform behind him, merely two-fisted word of mouth pictures of men who had attained their goals and those who had failed, the reasons for success and failure being emphasized rather than the men who won or lost in life's battle.

Certainly not designed for the purpose, but unquestionably a blending of the theoretical with the practical, was the conducted tour of the Southern Pacific's shops, the largest of their kind in the West, that followed the completion of Mr. Beck's address. Divided into groups small enough to permit of the asking and answering of questions, and guided by men familiar with their surroundings, the boys saw railroad men at work. Gigantic humanity in the shape of massive men swinging blacksmith sledges and gigantic machines in the form of drop hammers and presses were seen making things in accordance with the plans that engineers and draftsmen were seen working over but a short time before. Steel foundry and iron foundry were visited and the reason why some castings were made of one metal and others of another were explained. The building of freight cars under what was termed the "Henry Ford plan" was demonstrated, and the boys were told why this plan could be adapted to this class of work where it was impossible of application in other operations.

Then there was the basketball game between the Southern Pacific Apprentice Club of Sacramento and the Santa Fe Apprentice Club of Richmond, and the community singing that featured many of the sessions, as well as the banquet on Saturday night. Of course there was music at the banquet and addresses by both men and boys. All of these things must be considered to get an idea of the success of the Pacific Region Younger Men's Conference as an inspirational, upbuilding affair that is going to make for better railroad men in the years to come, regardless of whether the participants rise to the highest official ranks or remain in the shops or on the road.

### Reason for the Conference

Because of the distances that had to be traversed and the time necessarily lost in attending the younger men's railroad conferences held in St. Louis, Detroit, Pittsburgh and Omaha, very few of the boys employed by

Pacific Coast roads had been able to avail themselves of the opportunity to be present.

About a year ago the Pacific Railway Club held a special meeting in Sacramento which was designated, "A Younger Men's Night," the talks which were given by younger men in the service dealing with the problems that confront them. Later it was suggested that a conference similar to those in the East be held on the coast and Sacramento as the geographical center was selected.

Representatives of the railroads met with others interested, including Y. M. C. A. secretaries, to arrange the details of the meeting and to select the topics and speakers for the program. The roads were advised of the number of persons they would be permitted to send and in nearly every case the quota was filled.

The principal activities were centered in the Sacramento Y. M. C. A., while the delegates were housed for Saturday night's lodgings and Sunday's breakfast in the homes of the city's residents who acted as hosts on this occasion.

As previously stated, there were 156 delegates from 14 railroads, in addition to which there were 19 speakers and 49 visitors who were not delegates, making the total registration 224. Practically every railroad craft was represented, while the meeting was given an international aspect by the presence of a delegate from Mexico, in addition to which there were several Canadians present.

# A Lacquer Which Mixes With Commercial Colors

IN the past it has been considered necessary to furnish lacquer finishing materials ready mixed by the manufacturer. This has meant that a separate stock of lacquer of each color used had to be maintained by the purchaser. A clear nitro-cellulose lacquer has been developed by Clarence Brooks & Co., 249 Chestnut street, Newark, N. J., with which the user may mix in his own shop any desired commercial japan color. A pyroxylin thinner has been developed for use in reducing the mixed lacquer to any desired consistency. When used either with colors or clear, the lacquer works in any of the commercial spray guns.

In using this lacquer, after the requisite number of color coats have been sprayed on, the addition of one coat of clear lacquer will give a semi-gloss finish. A second coat of clear lacquer provides a brilliant finish without recourse to rubbing and polishing. By this system the color coats are protected by an additional film of clear lacquer which takes the brunt of the weathering and the ordinary wear and tear of cleaning which a passenger car receives while in service.

**In the Early Days on the N. Y. C. & H. R.**

# A Railroader Since 1854

By Frank B. Wildrick
General Inspector, Erie Railroad

JOHN K. CHAPMAN, foreman of yard engines of the Erie at Hornell, N. Y., who was 90 years old on October 2 last, is counted by his friends and associates as the oldest railroad man in the country, and at the last annual picnic of the Erie Veterans' Association (of which he is a member) at Crystal Beach, Ontario, was presented with a gold medal commemorating his long service. He has been on the payroll of the Erie continuously since October, 1854, except during 1861-64, when he was in the United States Army.

"The oldest employee" may not be in all respects a correct appellation, as Albert Stone, whose name is well-known to readers of the *Railway Age*, began his service with the New York Central in 1850 and he is still active as a clerk in the office of the auditor of passenger accounts, New York City. The 75th anniversary of his entrance into the service of the road was celebrated a year ago and was noticed in the *Railway Age* of October 24, 1925. A testimonial given to Mr. Stone at that time bore the names of certain officers of the road, including that of Chauncey M. Depew, chairman of the board, who is 92 years old, but who has been in the service of the road only 60 years. However, honors are plentiful, in either case, and there is no occasion for rivalry between Chapman and Stone.

John Kirkpatrick Chapman was born at Friendship, N. Y., a descendant of Scotch and English ancestors. He worked with construction forces engaged in the building of the Erie in 1850, for a short time, but returned to school and began his regular railroad service in 1854 as brakeman. After two years, he was promoted to fireman; but five years later (1861), responding to the call of his country, he enlisted as a cavalryman at Dunkirk, N. Y. He was mustered out in 1864 and at once was employed by the Erie as locomotive engineman. He was promoted to road foreman of engines in 1889. In 1903, he returned to the cab and served regularly as a runner for four years, in 1907 was made foreman of yard engines at Hornell where he still serves.

Chapman was married in 1859; joined the Brotherhood of Locomotive Engineers in 1865, and became a Mason in 1866. For 40 years he has been vestryman and warden of the Episcopal Church at Hornell. His military service included participation in the battle of Gettysburg where he sustained a slight wound.

Chapman's long service on the railroad included a full share of excitement but he thinks he had also his full share of good fortune. Once when he lay off for a single trip, the man who went out in his place was killed in the wreck of the train. Three enginemen who ran the opposite side of his run lost their lives in train accidents. The changing of a meet order at the last moment was in one instance the occasion of his reducing speed where otherwise he would have been running fast; and the reduction enabled him to avoid an obstruction on the track. Never during his service on the locomotive was any employee on the train killed or injured.

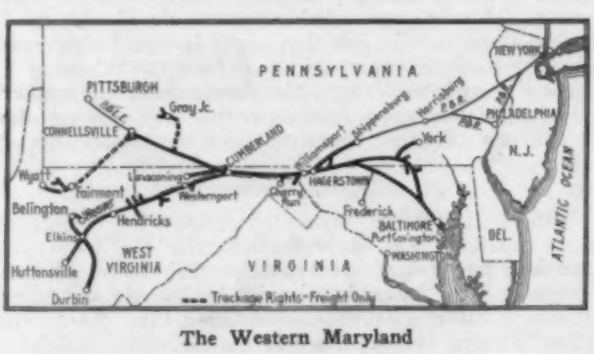
Mr. Chapman is six feet in height and of normal weight. As an engineman he had the first injector on his division and the first automatic lubricator, and he was the third man to be instructed in the use of the air brake.

# Western Maryland

*Stock has nearly tripled in price in past three weeks due presumably to same causes as Wheeling & Lake Erie*

THE sudden rise in value of Wheeling & Lake Erie common stock mentioned in the article concerning that road in last week's *Railway Age*, reached a climax on Friday, January 28, when the stock suddenly soared to a price of 65½. This was 11½ points above the closing price on Thursday and double the highest price of 32 reached at any time in 1926. The sudden rise in the price on Friday came about in what appeared to be an approach to a corner in the stock. The situation was relieved by shares of the stock that were made available from some source but not until traders who had sold the stock short had suffered losses reported to exceed two million dollars. Even after the threatened corner had been avoided the price remained firm and the closing price for the week was 60, or a gain of 11½ points over the closing price of the previous week. The amount of excitement that occurred during the week is indicated by the fact that trading in the stock on the New York stock exchange totaled 58,200 shares on January 28 and 305,300 shares for the week. The number of shares of this issue outstanding is only 336,000. Interest in the stock has still continued during the present week and the price at the close of the day on Wednesday was 68¼.

In spite of all the excitement no inkling was given as to the cause or as to the possible buyers until on Wednesday of the present week when there was a report, as yet unconfirmed, that the Rockefellers had sold their interest in both the Wheeling & Lake Erie and the Western Maryland to the Baltimore & Ohio. Earlier there were rumors that the buying was in the interest of L. F. Loree who, it was said, wanted to buy control of the Wheeling & Lake Erie to get an entrance into Pittsburgh for his supposedly contemplated new trunk line system. Mr. Loree, however, in a letter to B. H. Meyer, member of the Interstate Commerce Commission, has denied this rumor.




**The Western Maryland**

Other suggestions were to the effect that in this attempt Mr. Loree was being approved by the other trunk lines. If the rumor that the Baltimore & Ohio has acquired control of the road is true, this rumor about the other trunk lines will have proved at least partially correct. Still another rumor was to the effect that the buying of the stock was in the interest of the Rockefellers. The latter now control the road through ownership of practically all the outstanding prior lien stock which consists of about one-fifth of the total stock outstanding, has equal voting power with the preferred and common stocks but also the privilege of electing over half the directors while the 7 per cent cumulative prior lien dividends remain unpaid. The cumulated dividends on the issue now total about 71 per cent.

Some of those who were inclined to put faith in the rumor that the buying was in the interest of the Rockefellers suggested that the latter wanted to acquire enough common stock to retain control of the property in case the accumulated prior lien dividends should be paid off and the privilege lost to the holders of that issue of electing a majority of the board of directors. Others came out with the suggestion that the Rockefellers were proposing to establish a new railroad system of their own in which would be included the Wheeling & Lake Erie and the Western Maryland, the latter of which the Rockefellers control in about the same manner as they control the former.

**Table I—Earnings in 1926**

| | 1926 | Ratio | 1925 | Ratio |
|---|---|---|---|---|
| Operating revenues | $25,259,575 | .... | $19,861,774 | .... |
| Operating expenses: | | | | |
| Maintenance of way and structures | 2,952,965 | 11.69 | 2,493,541 | 12.56 |
| Maintenance of equipment | 6,098,196 | 24.14 | 4,566,342 | 22.99 |
| Transportation expenses | 7,276,518 | 28.81 | 5,802,371 | 29.21 |
| Total, including other operating expenses | $17,404,633 | 68.90 | $13,965,557 | 70.31 |
| Net operating revenue | $7,854,942 | .... | $5,896,217 | .... |
| Taxes | 1,096,082 | .... | 775,205 | .... |
| Operating income | $6,758,125 | .... | $5,118,444 | .... |
| Equipment rents, Dr. | 489,158 | .... | 169,912 | .... |
| Joint facility rent—Net Dr. | 193,744 | .... | 222,374 | .... |
| Net railway operating income | $6,075,223 | .... | $4,726,158 | .... |
| Other income | 188,664 | .... | 80,976 | .... |
| Gross income | 6,263,887 | .... | 4,807,134 | .... |
| Fixed charges | 3,004,548 | .... | 3,028,075 | .... |
| Net income | $3,259,339 | .... | $1,779,059 | .... |

### Interest in the Western Maryland

The Western Maryland, as it happens, is a third road in which the stock market has recently taken a great interest. This has not been as great as in the case of the Lehigh Valley and Wheeling & Lake Erie but it has been sufficient so that if it were not for the other two roads the Western Maryland would have been in the headlines on the financial page. Thus in the week ended January 29, sales of Western Maryland common stock on the New York stock exchange totaled 350,900, exceeding sales of Wheeling & Lake Erie common and of any other issue with the single exception of General Motors. The number of Western Maryland common shares outstanding totals only 494,000. During the week a high price was reached on this stock of 31¼ (on January 25) but the closing price for the week was 26⅛, an increase of 1⅜ points over the closing price of the previous week. Even as recently as January 6 the stock sold for but 13¾. Interest in this stock has also continued into the present week. On Tuesday there was an increase in the price of the stock of 6 points. On Wednesday sales on the New York stock exchange totaled 107,900 or about 50 per cent more than any other

issue on the exchange. The stock reached a new high price of 35⅝ and closed at 33¾.

It is not known how great an interest the Rockefellers have in the Western Maryland. There are, as in the case of the Wheeling & Lake Erie, three issues of stock. These include $17,742,050 first preferred stock entitled to 7 per cent dividends cumulative from July 1, 1918, none of which dividends have been paid; $9,999,000 4 per cent non-cumulative second preferred and $49,426,098 common. All three issues have equal voting power. The Rockefellers own most of the first preferred and a large part of the common stock is held by brokers presumably, it is supposed, in the Rockefeller interest.

### History of Western Maryland

The Western Maryland has had a rather exciting career. The original company was chartered in 1857 and opened in 1873 and was at one time controlled by the city of Baltimore through stock ownership. Its lines originally extended only from Baltimore to Williamsport, Md. (just west of Hagerstown), in addition to which it leased several small lines one of which was the now important line to Shippensburg, Pa. In 1902, the city's interest was acquired by a syndicate and the board of directors thereafter included such names as George J. Gould, Edwin Gould, John W. Gates, Lawrence Greer, who was later chairman of the board of directors; S. Davies Warfield, etc. The new owners first proceeded to expand the company's terminals at Baltimore. They then enlarged the company's operations by acquiring a stock interest in the West Virginia Central & Pittsburgh, which with its leased line, the Piedmont & Cumberland, operated a railroad from Cumberland to Elkins with various branches. This line and its branches served some 135,000 acres of coal land owned by the railroad. Shortly after this the Western Maryland acquired in addition the Weaver Coal Company having operations near Belington and owning reserves of about 25,000 acres. In due course also mileage was built to close the gap between Hagerstown and Cumberland, now the most important stretch of track on the road. The expansion program seemed to have come to grief in 1908 when the property went into receivership. Reorganization was effected in 1910, and a peculiar feature of the reorganization was a sale of common shares at 50 cents on the dollar to raise money to carry the road on from Cumberland to Connellsville, where a connection was made with the Pittsburgh & Lake Erie and access gained thereby to Pittsburgh. This access is in the form of an agreement establishing close traffic relations between the two railroads.

### Reorganization

The Western Maryland found itself in difficulties again in 1916 due to its inability to meet the interest and principal of some notes but this time there was no receivership, a reorganization being effected without assistance from the courts. A feature of this reorganization was segregation of the coal properties, part by lease to the Davis Coal & Coke Company, and partly by sale to the Monongalia Coal Lands Company which was later acquired by the Davis company. It was at this time that the 7 per cent preferred stock was issued, principally to the Rockefellers in payment for the notes and interest which had been defaulted. With each share of first preferred stock there was also distributed $47 in coal company stock; apparently the Rockefellers have not, therefore, suffered as much as might have been expected from the failure of their preferred shares to pay any dividends.

Considering Western Maryland conditions as a whole it is difficult to find adequate reasons for the heavy sales of the company's common stock during the last week of January or the tripling of the price of that stock. It is to be presumed that the situation is another example of the familiar effect on the stock market of consolidation rumors. These rumors persist in joining the Wheeling & Lake Erie, the Pittsburgh & West Virginia and the Western Maryland together as possible parts of a new Great Lakes-Pittsburgh district-Atlantic seaboard rail route. This follows probably because the Goulds tried to use these lines in just that way. It would also seem that the Rockefellers would like to have the Wheeling & Lake Erie and the Western Maryland considered together in consolidation plans, because in that way only can the advantages of either compensate for the weaknesses of the other.

**Table III—Comparison of Selected Freight Operating Statistics**

| | 1st 10 mos. 1925 | 1st 10 mos. 1920 | Per cent of change Inc. | Dec. |
|---|---|---|---|---|
| Mileage operated | 804 | 800 | ... | ... |
| Gross ton-miles (thousands) | 4,726,663 | 3,419,873 | 38.2 | ... |
| Net ton-miles (thousands) | 2,613,080 | 1,961,036 | 33.4 | ... |
| Freight train-miles (thousands) | 2,214 | 1,725 | 28.4 | ... |
| Freight locomotive-miles (thousands) | 2,849 | 2,501 | 13.9 | ... |
| Freight car-miles (thousands) | 101,961 | 71,482 | 42.6 | ... |
| Freight train-hours | 244,596 | 226,853 | 7.8 | ... |
| Tons of coal consumed by freight locos. | 551,184 | 417,480 | 32.0 | ... |
| Car-miles per day | 27.4 | 26.1 | 5.0 | ... |
| Net tons per loaded car | 42.4 | 43.8 | ... | 3.2 |
| Per cent loaded to total car-miles | 60.4 | 62.6 | ... | 2.2 |
| Net ton-miles per car day | 703 | 715 | ... | 1.6 |
| Freight cars per train | 47.0 | 42.4 | 5.8 | ... |
| Gross tons per train | 2,135 | 1,983 | 7.6 | ... |
| Net tons per train | 1,180 | 1,137 | 3.7 | ... |
| Train speed, miles per train-hour | 9.1 | 7.6 | 18.6 | ... |
| Gross ton-miles per train-hour | 19,324 | 15,075 | 28.2 | ... |
| Net ton-miles per train-hour | 10,683 | 8,645 | 23.5 | ... |
| Lb. coal per 1,000 gross ton-miles | 201 | ..... | ... | ... |
| Loco-miles per loco.-day | 45.1 | 44.2 | 2.0 | ... |
| Per cent freight locos. unserviceable | 9.0 | 21.6 | ... | 12.6 |
| Per cent freight cars unserviceable | 18.9 | 6.8 | 12.1 | ... |

Of the two carriers, taken apart from the consolidation situation, it is likely that the Rockefellers would consider the Western Maryland as their more valuable property. This would primarily be because the latter gives an outlet to their Consolidation Coal operations. The Western Maryland serves the Fairmont coal fields chiefly. Of its traffic between 50 and 60 per cent is bituminous coal. It is apparent from the large increase in

**Table II—Western Maryland Operating Results, Selected Items, 1916 to 1926**

| Year | Mileage | Revenue ton miles | Revenue passenger miles | Revenue per ton-mile, cents | Total operating revenue | Total operating expenses | Net operating revenues | Operating ratio | Net railway operating income | Net after charges |
|---|---|---|---|---|---|---|---|---|---|---|
| 1916 | 703 | 1,989,219,000 | 52,053,000 | 0.509 | 11,967,982 | 7,516,222 | 4,451,760 | 62.80 | ..... | 1,319,060 |
| 1917 | 747 | 2,170,182,000 | 52,437,000 | 0.536 | 13,638,450 | 9,561,316 | 4,077,134 | 70.10 | ..... | 1,641,285 |
| 1918 | 708 | 2,183,961,000 | 40,270,000 | 0.619 | 15,402,350 | 15,549,193 | —146,843 | 100.95 | ..... | 549,828 |
| 1919 | 698 | 1,656,779,000 | 42,919,000 | 0.738 | 14,610,007 | 14,704,962 | —94,955 | 100.65 | ..... | 413,906 |
| 1920 | 780 | 2,289,370,000 | 47,808,000 | 0.778 | 20,205,687 | 20,374,792 | —169,105 | 100.83 | ..... | 77,565 |
| 1921 | 801 | 1,691,625,000 | 40,209,000 | 0.917 | 17,643,054 | 13,866,529 | 3,776,525 | 78.59 | 3,027,627 | 474,528 |
| 1922 | 804 | 1,779,161,000 | 34,594,000 | 0.925 | 18,626,656 | 14,721,259 | 3,905,397 | 79.03 | 3,074,576 | 33,398 |
| 1923 | 804 | 2,420,134,000 | 35,922,000 | 0.869 | 23,055,036 | 17,716,434 | 5,338,662 | 76.84 | 4,621,552 | 1,671,169 |
| 1924 | 804 | 2,017,698,000 | 30,779,000 | 0.863 | 19,135,563 | 14,165,409 | 4,970,154 | 74.03 | 3,560,637 | 574,148 |
| 1925 | 804 | 2,136,335,000 | 26,421,000 | 0.856 | 19,861,774 | 13,965,557 | 5,896,217 | 70.31 | 4,726,158 | 1,779,059 |
| 1926 | ... | ..... | ..... | .... | 25,259,575 | 17,404,633 | 7,854,942 | 68.90 | 6,075,223 | 3,259,339 |

earnings in 1926 that the road benefited greatly from the increased demand for coal resulting from the British coal strike. The coal moves chiefly to Baltimore and to Shippensburg. At the latter point connection is made with the Reading.

Besides the coal traffic originated on its own lines in West Virginia, the Western Maryland also moves a large tonnage of coal between Cherry Run and Shippensburg, between which two points it serves as a bridge between the Baltimore & Ohio and the Reading on shipments destined for Philadelphia, New York or New England. Another important part of the road's traffic is grain which moves ex-lake via the Pittsburgh & Lake Erie and Connellsville to Baltimore. It is not a matter of record that any great volume of freight comes to the Western Maryland from the Wheeling & Lake Erie via the Pittsburgh & West Virginia.

The Western Maryland has not done anything particularly striking as a money maker. Its earnings for 1926, just reported this week, reflect the effect on the coal industry of this country of the British coal strike and are about the best earnings the road ever had. They show an increase in total operating revenues over 1925 of 27 per cent. The net railway operating income or net after equipment and joint facility rents for 1926, totaled $6,075,223 comparing with $4,726,158 in 1925, an increase of 28½ per cent. The net corporate income after interest and other fixed charges totaled $3,259,339 as compared with $1,779,059 in 1925. The 1926 net income was equivalent to $18.37 a share on the first preferred stock, whereas net in 1925 equalled $10.02 a share on this issue. Even admitting the improved showing of 1926, it does not seem as if the road's earnings alone were sufficient to justify the recent heavy sales of the company's common stock or the tripling of the price of that issue in three or four weeks' time.

### Abnormal Maintenance of Equipment Expenses

The statement of 1926 earnings is given in Table I and comparisons of earnings and traffic in previous years in Table II. Noteworthy items in the 1926 statement are the operating ratio of 68.90 and the transportation ratio of 28.81. On the other hand, there is shown an increase as compared with 1925 of about 1½ million dollars, or about one-third, in the maintenance of equipment expenses. The 1926 expenses chargeable to this account totaled $6,098,196 and were 24.14 per cent of total operating revenues. The maintenance of equipment expenses in 1925 totaled $4,566,342 and in 1924 only $3,987,192. Examination shows that the road charged off in 1925 about $1,800,000 for retirements of locomotives and cars or about $1,550,000 more than in 1924.

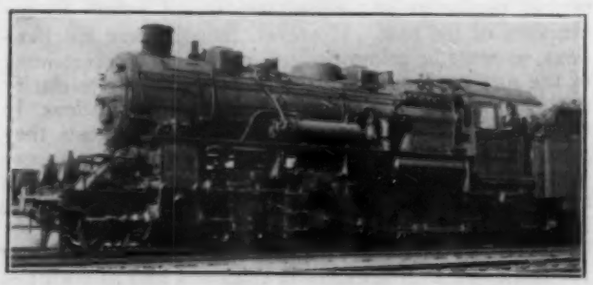
The road in recent years has been showing an unusually small amount for repairs per freight train car in service, the figures for several recent years running as follows: 1921, $77; 1922, $60; 1923, $105; 1924, $56 and in 1925, $85. The result was that in 1925 the percentage of bad order cars finally reached an average for the year of 32.1. The road has since retired large numbers of cars, as is indicated by the fact that the freight cars owned on January 1, 1925, totaled 13,456; on January 1, 1926, 13,377, and on January 1, 1927, only 10,536.

With the retirement of the large number of unserviceable cars the road is now in better shape from the standpoint of its equipment condition. Thus, on January 1, 1927, the percentage of bad order cars had been reduced to only 4.1. The effect of having so many unserviceable cars on line as in 1925 was shown also in the low figure of car-miles per day. Thus, in the first ten months of 1925 when the unserviceable cars averaged 32.1 per cent, the car-miles per day totaled only 17.5, but in the first ten months of 1926 when the unserviceable cars averaged 18.9 per cent, the car-miles per day were 27.4. In October, 1926, the latest month for which figures are at present available, the bad order car percentage was 3.5 but the car miles per day were 35.4. The heavier traffic was partially responsible for the improvement in car miles per day, but it is apparent that by retiring large numbers of unserviceable cars the Western Maryland has put behind it a situation that resulted in extraordinary charges to maintenance of equipment expenses in the form of retirement charges in 1925 and in 1926. The road now has a fairly good locomotive condition also because in October the average percentage of locomotives unserviceable was only 6.2, one of the lowest figures reported for any railroad in the country during that month.

### Operating Results

In Table III is given the usual compilation of operating statistics with comparisons between the first ten months of 1926 and the same period of 1920. The first ten months of 1920 are taken for this comparison because by using them one is making comparisons with a busy year and is given opportunity to note a six-year trend. A general improvement is noted, due chiefly to the increase in business. While the increase in net ton-miles was 33.4 per cent, the increase in freight train miles was 28.4 per cent; in freight car miles, 42.6 per cent; in coal consumption, 32.0 per cent and only 3.7 per cent in the net tons per train. On the other hand, the increase in freight locomotive miles was only 13.9 per cent and in freight train hours only 7.8 per cent. The road reports an average of 201 lb. of coal per 1,000 gross ton-miles which is much higher than the average. It has effected an increase in its train speed from 7.6 miles per hour in 1920 to 9.1 in 1926 with a resulting increase of 28.2 per cent in its gross ton-miles per train hour. The 9.1 miles per train-hour is low but not much below the average for the central eastern region which in 1926 was 10.5.

The record would seem to indicate that the Western Maryland had an extraordinarily good year in 1926 due to the heavy movement of coal. It would have had a better year but for the great increase in maintenance of equipment expenses due, it is to be supposed, to the heavy charges for equipment retirements. It does not appear that the company can be expected to do as well in the future with bituminous coal business on a more normal basis. It is to be supposed, therefore, that the present interest in the railroad's stocks is due less to a real showing of increased earning power than to the effect of the stock market's interest in merger possibilities. In other words, the situation is not greatly different from that of the other Rockefeller owner property, the Wheeling & Lake Erie.



A German Decapod

*A Large Proportion of the Ties Are Still Hewn*

# Tie Producers See Increased Demand

## *Report larger inquiries in face of retarded production and more general adherence to specifications*

THAT the railways are probably facing steady or slightly higher prices for cross ties purchased in 1927 is indicated by a review of the reports from various tie producing areas presented at the ninth annual convention of the National Association of Railroad Tie Producers at Nashville, Tenn., on January 27-28. That there is no immediate or remote prospect, however, of a dearth of cross tie timber was the reassurring information presented by E. A. Sterling, eastern manager of James D. Lacey & Company, in a paper presented at that meeting. Another feature of the convention was the evidence of the more general acceptance of the A.R.E.A. standard specifications for ties presented by John T. Logan, president of the National Lumber & Creosoting Company, Texarkana, Tex., and president of the association.

In his review of developments of the past year Mr. Logan stated that the general adoption of these specifications, viewed as fair and reasonable as far as they go, represent a forward step of vast importance to the tie industry as well as to the railroads. Already their effect is to eliminate much confusion. With few exceptions, neither producers nor consumers would return to the practices of the past. However, though these specifications, as must be acknowledged, constitute the best work of the sort yet brought forth and serve largely to clarify the atmosphere and forestall many complications in trading with trunk line railroads to which roads they seem eminently satisfactory, they do not appear to entirely meet the producer's needs. They fail to provide appropriate and full classifications for ties less than 6 in. in thickness but more than 5 in. wide on top.

"There is a legitimate demand among light traffic lines for ties down to five inches in thickness and as such ties inevitably will continue to be manufactured, this association should be sufficiently resourceful to bring about the establishment in this industry and among consumers concerned of appropriate designations to cover sound ties less than six inches thick. In this connection ties carrying thickness of 5 in. and 5½ in. and widths ranging from 6 in. to 8 in. might logically receive consideration."

Mr. Logan also referred to "the question of providing ways and means for assembling, for equitable and legal dissemination, accurate information at appropriate intervals, covering the status of supply and demand of the products of the industry represented by this association." He suggested the creation of a statistical bureau that would keep all concerned informed of visible supply and demand.

At the concluding session of the convention A. R. Fathman of the Western Tie & Timber Company, St. Louis, Mo., was elected president of the association; S. E. Ewing of S. E. Ewing & Company, Nashville, Tenn., first vice-president; E. H. Meyer of Charles R. McCormick & Company, Portland, Ore., second vice-president; E. A. Morse of the Potosi Tie & Lumber Company, St. Louis, Mo., secretary; and C. D. Christian of the Standard Tie & Lumber Company, Meridian, Miss., treasurer. Little Rock, Ark., was chosen as the location for the next convention, the date for which will be selected by the executive committee.

### Reports from the Tie Producing Districts

There has been a marked broadening in demand in the North Central district during the last six months, according to Frank C. Parrett, general manager of the Baker Wood Preserving Company, Washington Court House, Ohio, and director of the North Central district. Production in this territory during 1926 was low, due to de-

pressed prices in preceding years and unfavorable weather conditions late in 1925 and in 1926. Demands of carriers in producing territories also depleted stocks for shipment outside. Conditions in this territory indicate a moderate upward trend in prices. In New England there has been a marked substitution of native hardwoods for imported southern pine ties, due primarily to increased accessibility of new stands of timber by reason of improved highways.

In the South Eastern district weather conditions have been favorable for the production of ties until the last 60 or 90 days when excessive rain fall has delayed operations, according to W. W. Andrews, secretary and treasurer, Nashville Tie Company, Nashville, Tenn., and director of that district. The labor supply has been normal but deficient in quality, tending to encourage saw mill production. Tie production in 1926 was slightly ahead of 1925 and about the same as in 1924. In recent months the demand has been heavier than for several years.

### Snows Hit Production

The production of ties in Wisconsin, Minnesota and the upper peninsula of Michigan is being curtailed seriously as a result of early and heavy snows before the ground froze, whereas production in the lower peninsula of Michigan has not been affected adversely by the weather, according to W. J. Foye, The Foye Lumber & Tie Company, Omaha, Neb., reporting for the North Central district. There are no stocks of ties on hand in this territory while prices are approximately the same as last year.

In the South Central district the heavy rains have retarded tie production during the last 90 days, according to the report presented by John Fuhrer, Egyptian Tie & Timber Company, St. Louis, Mo., and director of that district. The supply of lumber has also been short and the production of hewn ties is less in proportion to the total output than in the last three years. Production in most sections of this territory has been much less than in 1924 or 1925 because of the adverse weather and also on account of the low prices and the light demand for the ties.

Conditions in Wyoming were reported as fairly satisfactory by Otto Gramm, president, Fox Park Timber Company, Laramie, Wyo., director for the Rocky Mountain district, with prices the same as last year. Production in this territory is from 30 to 50 per cent below that for 1925 while stocks are below the average for the last three years. The demand is also light at present.

### On the Pacific Coast

Conditions on the Pacific coast were reviewed by E. H. Meyer, vice-president and general manager of the Charles R. McCormick Lumber Company, Portland, Ore., and director of the Pacific Coast district, who reported that stocks of ties on hand in that territory are confined to limited accumulations of 6 in. by 8 in.—8 ft. and 7 in. by 8 in.—8 ft. No. 1 common, cut by small saw mills as a last resort when logs will make nothing else, this trend becoming more pronounced each year. The increasing use of larger ties has resulted in the production going from the so-called tie mills to the larger plants.

Purchases on the Pacific in 1926 were not as heavy as in 1925 as a number of roads in the central west have not gone to the coast for as many ties as formerly. There has, however, been an increasing demand for ties for shipment through the Panama canal to the Atlantic seaboard, although the export ties declined severely during 1926. During the first nine months of 1926 tie prices held firm but during the last three months of the year they weakened from $1 to $2 per thousand feet board measure.

## Future Sources of Cross Tie Supply

By E. A. Sterling

Eastern Manager, James D. Lacey & Company, New York City

Cross ties have the advantage of being small standard units, easily transported and produced from small trees. They are essentially a low grade material. As the virgin forests are cut the remaining stand, if any, is low grade and of less volume. Ties may be produced in lots of from one to a million and since an individual worker can hew one tie out of one tree or a mill can saw thousands of ties where few boards could be produced at a profit, the range and character of tie production is much broader than any other form of woods operation, save possibly acid wood or pulpwood.

These conditions make practically the entire forest region a tie producing territory with every wood-lot owner or man with an axe and team a possible producer. As the highway systems are extended and improved, new sources of supply will be opened up and the still poorer timberlands worked over by the tie producer.

The cut-over lands of the larger lumber companies in both the hardwood and pine belts are a large potential source of cross tie supply with regrowth and trees left from the original cutting contributing to this supply. In many cases these cut-over lands are being held intact so that whatever growth they carry is really a reserve for the future uses to which it is best adapted. There are also large quantities of ties on lands still to be cut over. Whether the ties will be taken out with the saw logs depends on local markets but in most regions they are not and thus become a further reserve.

Viewed broadly, the entire mountain hardwood belt, extending down the Blue Ridge and Appalachian ranges and westward through Kentucky and Tennessee, is a cross tie region. Millions of acres carry timber of little value for any other purpose. Some one has guessed that the two states of Kentucky and Tennessee alone have some 23,000,000 acres of forest land so even 25 ties per acre would give a total of 580,000,000. They are not all within present reach of transportation nor can the lighter and poorer stands be cut at a profit at today's prices. The fact remains, however, that this great reserve supply of southern hardwood cross tie timber exists and will be drawn upon as fast as conditions make it necessary or profitable.

In the swamp and bottom land forests along the Atlantic seaboard and in the lower Mississippi Valley the oaks and gums predominate and as in the mountains both the virgin and cut-over lands carry a large amount of timber suited primarily for cross ties. These swamp hardwoods, especially in the Atlantic states, have been logged to only a limited extent but their value is now gradually becoming recognized and as they are opened up by logging operations a practically new source of hardwood ties becomes available.

The northern hardwood belt, stretching across the northern lake states eastward through Pennsylvania, New York and New England, came into recognition as a source of cross tie supply when creosoting was adopted as a standard practice by the northern railroads. These treatable woods, made up largely of beech, birth and maple, have served to bring the cross tie supply of several railroad systems back to or near their own lines.

The yellow pine belt, stretching for 1200 miles down the coast from Norfolk to south central Florida and

westward another thousand miles into Texas and well up into Arkansas, has been and will continue to be an accessible and important tie producing area. Heart longleaf and white oak ties were practically standard before creosoting became universal and continue to be produced, with loblolly and shortleaf coming into the market during the past 20 years. There is almost no end to the yellow pine tie material available and more than any other species, it is being replaced rapidly by regrowth.

With over 50 per cent of the remaining standing timber of the country, the Pacific coast should be able to take care of itself for several years to come. Their problem, if there is one, is not in the availability of timber but in its production and distribution as ties but all of this is rather outside of the problems of those of us who live east of the Rocky mountains.

With enough ties in sight to provide for the diminishing requirements, resulting from preservative treatment, for more years than anyone is able to estimate and with the standing tie material within reach, supplemented by additional timber as transportation facilities expand and new regions become exploitable there is no apparent ground for worry or alarm. The problems for the present are in operating, distribution and cost.

For those who care to look still further ahead, there is comfort in the fact that still more ties will be created within a generation in the laboratory of nature. This means that the growth factor is a mighty potential source of supply in itself. What can or will be done under improved methods of forest management remains to be seen but it is certain that when nature unaided is doing so much she could do still more with a little help. If the estimated area of 124,000,000 acres of southern pine forest produced only one tie per acre per year, the total would about provide for the annual cross tie consumption in the entire United States. A tie contains say 3½ cu. ft., while this pine land under proper management can produce at an average rate of 60 cu. ft. per acre per annum. The conclusion which it seems safe to reach is that ties will continue to come for an indefinite period from the same source they have in the past and that there is no ground for anticipating a shortage.

**New Office Building of the Atlantic Coast Line at Savannah, Ga.**

This building, situated at East Broad and Liberty streets, is of red tapestry brick with Indiana limestone trimmings. The fourth floor is taken up mainly by an assembly hall.

# Consolidation Bill Considered by Congressional Committees

WASHINGTON, D. C.

HEARINGS before the Senate committee on interstate commerce on the Fess railroad consolidation bill were practically concluded on February 2. Although the hearings were not officially declared closed, Senator Fess stated that he knew of no more witnesses who desired to be heard and that he would ask the committee to take up consideration of the bill in executive session with a view to reporting it to the Senate. If the bill is placed on the Senate calendar, he said, he would make an effort to obtain action on it but it would be "ambitious" to expect the passage of the bill at this session in view of the crowded condition of the calendar.

Meanwhile the House committee on interstate and foreign commerce has been meeting in executive session to consider the similar Parker bill with a view to a possible report at this session, and on several occasions Commissioner Henry C. Hall of the Interstate Commerce Commission has met with the committee to discuss various provisions of the bill.

Ben B. Cain, general counsel of the American Short Line Railroad Association, testified in support of the Fess bill on January 27, saying that while the bill is a compromise measure it is at least a long step in the right direction and will make it possible for the commission to protect the interests of the short lines by requiring lines to be included as a condition to its approval of plans for consolidation proposed by the larger railroads. He said that under the present law many of the large railroads can attain control of other roads without any particular benefit to the short lines that in the public interest ought to be included, although the commission has found ways in some cases to protect the revenues of the short lines and in one case imposed as a condition to the Illinois Central's acquisition of control of the Gulf & Ship Island that it furnish service over the line of the Columbia, Fernwood & Gulf if the revenues of the latter under existing through routes and divisions should prove inadequate.

A new law authorizing complete consolidation on conditions prescribed by the commission, Mr. Cain said, would give an opportunity for many short lines to ask to be included and the commission would have an indirect method of including them by withholding its approval of what the big roads wanted unless they included lines which in its opinion should be included in the public interest. He said he did not think the government could compel the inclusion of certain lines. Senators Wheeler and Sackett took the position that the provisions of the bill are weaker than those of the Cummins bill in merely giving the commission a veto power.

W. H. Williams, chairman of the Missouri Pacific and other roads, appeared before the committee on January 28 and said that he was in sympathy with the general purpose of the bill and would endorse it if it were amended in one particular. He saw serious objections to the provisions in section 207 under which the Interstate Commerce Commission might designate a road that had not asked to be included in a proposed consolidation as one which ought to be included. He said that the interests of the short lines are amply taken care of, in his opinion, by section 206, under which the commission might require, as a condition to its order, the inclusion of lines that had filed intervening petitions asking to be included, but that consolidations might be seriously de-

layed or interfered with by the uncertainty that would arise from the possibility of the exercise of such power.

Mr. Williams pointed out that long negotiations and the working out of many details and financial arrangements must precede the presentation of a plan to the commission and that if the commission should then suddenly designate a road that had not been considered as one that ought to be included it would be difficult to make a trade with it. On the other hand if a road had invested a large sum in the securities of a road it desired to acquire and the commission should allocate that road to another system it would have its money tied up in perhaps a third interest. He said he could see no need for the provision but great danger in the potentiality thus created. When Mr. Cain said he thought section 206 alone would not be adequate for the protection of the short lines, Mr. Williams suggested that the power to include a road that had not requested it might be limited to roads of less than 200 miles. He said he was afraid the provision might be applied to Class I roads.

Mr. Williams also said that consolidation ought to go forward progressively, step by step, and that a great deal of progress is possible under a permissive plan. Under the present law complete consolidation is not possible as yet and there are some disadvantages in the present system under which roads may be brought under control but not consolidated. The existence of many minority interests prevents the management of a system in some ways that would be of advantage to the system, particularly with regard to the routing of traffic.

In reply to a question as to whether consolidation will bring about reductions in rates Mr. Williams said that the value of the roads will be the same after they are consolidated and that the benefits to result would come in the way of better service.

Mr. Cain concluded his statement on February 2 with an appeal to the committee to give the Senate a chance to act on the bill at this session, in the interest of the public and of the short lines, which he said are now in a "nebulous condition," because they find it difficult to obtain authority for abandonment when communities are dependent upon them and it is also difficult to make any plans for extensions in view of the uncertainty of the situation. Also the commission is not inclined to favor much expansion by the short lines. Mr. Thom added that there are "undeveloped situations throughout the country" waiting for this legislation.

Mr. Cain said that if unifications of the larger roads are to be permitted under the present law it will be years before some of them will have complete corporate consolidation and that meantime no way is afforded to take care of the short lines in the territory affected, whereas the provisions of the Fess bill make it possible to impose conditions requiring the inclusion of certain lines when the big roads are asking authority to do something they want. He said he knew of no legislation of greater importance before Congress.

Although the commission announced in the Nickel Plate decision, he said, a policy that roads proposing unification should at least consider the short lines in the territory affected and give affirmative evidence as to why they should or should not be included, the proponents of the Kansas City Southern merger have taken the position that a line should not be included unless it will benefit the consolidation in a business way or unless it can show definitely that it would be injured by the consolidation, and he pointed out that several important unifications have been made without benefit to most of the short lines in the territory. If the commission does its duty under section 15a, Mr. Cain said, the inclusion of a weak line will not reduce the earnings of a system because the commission is supposed to base its rates on the aggregate value, and if the railways were consolidated into a limited number of systems there would be less difficulty in so distributing the revenue that each will receive its fair share. As to the amendment suggested by Mr. Williams, Mr. Cain said that it would leave the public interest unprotected and the commission ought to have the power to decide that a certain line ought to be included in a proposed consolidation.

# Freight Car Loading

WASHINGTON, D. C.

REVENUE freight car loading in the week ended January 22 amounted to 942,587 cars, a decrease of about 7,000 cars as compared with the week before, but an increase of 20,944 cars as compared with the corresponding week of last year. It was also an increase of 18,296 cars as compared with 1925. Increases as compared with last year were shown in the loading of grain and grain products, livestock, coal and merchandise, but there were decreases in coke, forest products, ore and miscellaneous. Coal loading amounted to 224,715 cars, an increase of 43,878 cars, while miscellaneous loading, 306,129 cars, showed a decrease of 12,814 cars. All districts showed increases as compared with the corresponding week of last year except the Allegheny and the Northwestern. The summary, as compiled by the Car Service Division of the American Railway Association, follows:

**Revenue Freight Car Loading—Week Ending Saturday, January 22, 1927**

| Districts | 1927 | 1926 | 1925 |
|---|---|---|---|
| Eastern | 218,502 | 209,397 | 210,261 |
| Allegheny | 185,870 | 185,912 | 185,024 |
| Pocahontas | 59,452 | 54,786 | 49,888 |
| Southern | 152,943 | 147,735 | 139,061 |
| Northwestern | 110,007 | 113,391 | 123,302 |
| Central Western | 141,422 | 137,363 | 151,157 |
| Southwestern | 74,391 | 73,059 | 65,598 |
| Total Western districts | 325,820 | 323,813 | 340,057 |
| Total all roads | 942,587 | 921,643 | 924,291 |
| Commodities | | | |
| Grain and grain products | 45,913 | 45,776 | 53,758 |
| Live stock | 30,965 | 30,791 | 33,000 |
| Coal | 224,715 | 180,837 | 202,184 |
| Coke | 12,491 | 18,321 | 33,381 |
| Forest products | 65,518 | 70,038 | 73,219 |
| Ore | 9,143 | 9,741 | 10,236 |
| Mdse. L.C.L. | 247,713 | 247,196 | 239,217 |
| Miscellaneous | 306,129 | 318,943 | 299,296 |
| January 22 | 942,587 | 921,643 | 924,291 |
| January 15 | 950,045 | 931,735 | 934,022 |
| January 8 | 940,800 | 907,622 | 934,170 |
| January 1 | 740,348 | 741,560 | 767,098 |
| December 25 | ..... | 772,590 | 701,061 |
| Cumulative total, 4 weeks | 3,573,780 | 3,502,560 | 3,559,581 |

The freight car surplus for the week ended January 15 averaged 319,481 cars, a decrease of 7,356 cars in a week. This included 178,428 box cars, 94,122 coal cars and 10,802 refrigerator cars.

## Car Loading in Canada

Revenue car loadings at stations in Canada during the week ended January 22 showed a decrease of 1,170 cars from the previous week and an increase of 3,762 cars over the same week last year.

| | Total for Canada | | | Cumulative totals to date | |
|---|---|---|---|---|---|
| Commodities | Jan. 22, 1927 | Jan. 15, 1927 | Jan. 23, 1926 | 1927 | 1926 |
| Grain and grain products | 7,324 | 10,821 | 7,679 | 30,535 | 29,393 |
| Live stock | 2,149 | 2,218 | 2,267 | 6,734 | 7,166 |
| Coal | 8,230 | 6,561 | 5,060 | 21,672 | 18,150 |
| Coke | 405 | 371 | 383 | 1,166 | 1,365 |
| Lumber | 2,641 | 2,655 | 3,088 | 7,503 | 8,644 |
| Pulpwood | 4,970 | 4,528 | 3,954 | 12,717 | 11,421 |
| Pulp and paper | 2,165 | 2,247 | 2,631 | 6,439 | 8,337 |
| Other forest products | 3,115 | 3,140 | 3,225 | 8,477 | 9,473 |
| Ore | 1,059 | 1,408 | 1,446 | 3,807 | 4,502 |
| Merchandise, L.C.L. | 15,300 | 14,642 | 14,315 | 44,693 | 44,186 |
| Miscellaneous | 10,600 | 10,537 | 10,148 | 30,815 | 31,504 |
| Total cars loaded | 57,958 | 59,128 | 54,196 | 174,558 | 174,141 |
| Total cars received from connections | 37,189 | 33,431 | 36,404 | 100,961 | 104,798 |

# Changes in Robinson Automatic Connectors

THE type of automatic connector here illustrated is a development by the Robinson Automatic Connector Company, 415 Lexington avenue, New York. The drawings with this article show the standard connector, Type 2-H, as modified since 1921.

The improvement made in the Type 2-H automatic connector are chiefly in the nature of refinements of design, notably in the support, the gasket renewing means, and the means for connecting a car not having the automatic connector to one equipped with the connector.

The stem of the connector head now spans the bracket instead of passing through, it as in the former design. This makes a more compact design, simplifies manufacture and avoids the possibility of the stem fouling in the bracket. The lower end of the bracket terminates in a single vertically extending member, round in cross section, which passes downward through the stem and through a loop in the forward end of the spring tie rod. The arrangement provides a simple universal joint.

The union, heretofore employed to attach the lower end of the hose to its fitting *A*, has been eliminated as shown in Fig. 2, which reduces the number of joints and gaskets in the connector to one. A plunger pin *B*, Fig. 2, securely locks the fitting in position in such a way that when it is desired to renew a worn gasket, the fitting may be quickly removed and replaced while the connector heads remain coupled. No tools are required.

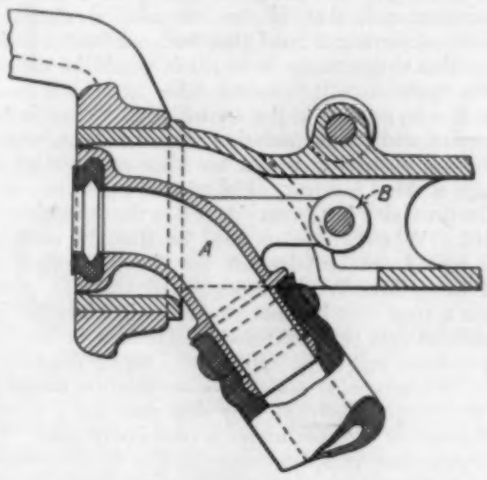



**Fig. 2—This Modified Design Has But One Gasket, at the Face of the Connector**

One of the most important developments made in the Type 2-H automatic connector is the simple interchange illustrated in Fig. 3. This comprises a dummy made up of a Westinghouse hose coupling and a short piece of pipe or rubber hose carrying a simple, rugged lock *C*. The dummy is flexibly anchored to the underside of the connector pipe by means of a pin *D*, Fig. 1, from which it is impossible to lose it. To go into interchange the conduit *A*, Fig. 3, is simply shifted from the connector head down to the dummy, whereupon the parts are securely locked together by means of the quick acting lock *C*, Fig. 3. To release the parts, the weighted handle of this lock must be raised to the full vertical position. In all essential respects this interchange functions the same as the present hand hose coupling.

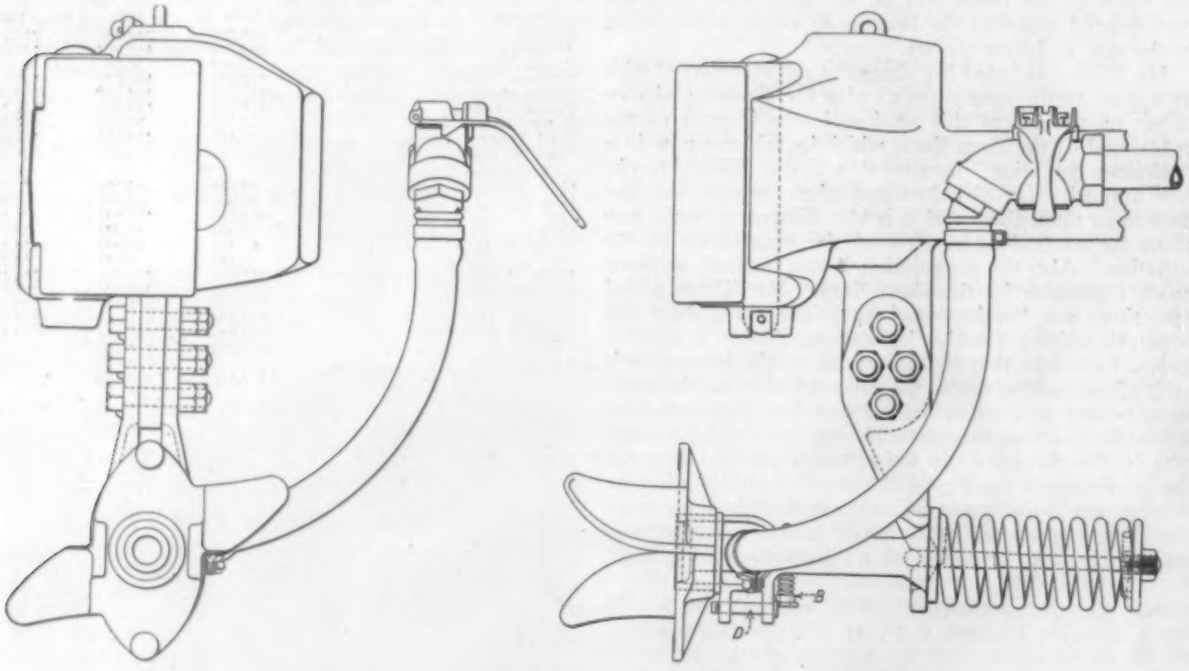



**Fig. 1—The Improved Type 2-H Robinson Automatic Connector**

The simple interchange does not complicate the connector proper in any way. When the connector is in automatic service it has no more joints or gaskets than if interchange had not been anticipated, and yet it may

be put immediately into efficient interchange. The connector hose can be quickly locked into this interchange and the car sent anywhere over the country with entire security. When the transition period is over, the pin *D*, Fig. 1, may be removed and the interchange discarded, leaving the connector as simple in design as if interchange had not been provided for.

It will be noted that the coupling head of the Type 2-H connector is of the butt-face wing type, and that the buffer spring is located at the rear of the bracket. Great latitude for future developments within the connector without affecting interchangeability with previous units of the equipment, is permitted in this type.

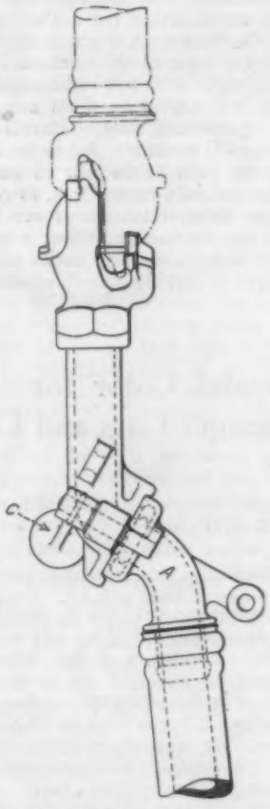


**Fig. 3—Details of the Method of Interchange with Cars Not Equipped with Connectors**

The gathering range may be increased or decreased practically at will as conditions may require and yet couple perfectly with the coupling heads in service at the time. Placing the buffer spring in the rear of the bracket provides a balanced type of support and permits of changes in the spring, should future conditions require, without necessitating changes in any other part of the connector. This coupling head may be cast, forged, or pressed of steel. The freight head, having but a single port, may be made to size, and given a gathering range best suited to freight conditions and yet interchange with the larger and heavier passenger head. An economy in material of several pounds per connector results from this fact.

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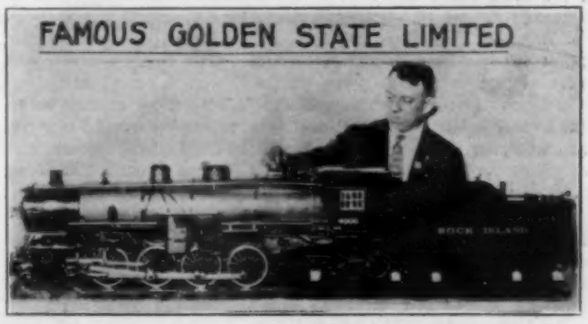
IMPRISONMENT for terms ranging from 1 to 27 years were the sentences imposed on 8 men and a woman involved in the robbery of a Union Pacific mail train of $320,000 in bonds and currency, near Rock Springs, Wyo., on August 13, last, by Judge T. Blake Kennedy, at Cheyenne, Wyo., on December 29.

# A Locomotive Model That Really Works

HAROLD KROMMES, a Rock Island machinist at Kansas City, has constructed, on his own time, a very interesting model locomotive. This locomotive was shown at the Atlantic City convention, where it attracted considerable favorable comment, and is now displayed in a downtown bank in Chicago. It is modeled after the Rock Island's locomotives on the Golden State Limited and operates by either steam, electricity or compressed air. The locomotive required 3,000 hours of Mr. Krommes' spare time in its construction, or 375 full working days of eight hours.

The length of the locomotive over-all is 6 ft. 4 in. Its width is 10 in. and it is 15½ in. high from the top of the rail. It has a tractive effort of 87 lb. Mr. Krommes spent 113 hours on the rods alone. These rods were machined on die sinkers' tools, including a shaper, lathe and drill press. They were finished by drawfiring, polishing with fine emery cloths and buffing. They are pro-




**Harold Krommes and His Model Locomotive**

vided with 12 phosphor bronze bushings. The driving wheels are bronze castings keyed and pressed on the axles. Eleven hours' labor was required to make the pattern for one driving wheel.

To illustrate the minute detail with which Mr. Krommes modeled his locomotive after the original, cylinder cocks are provided, operated from the cab by a lever. These valves, ¼ in. long by ⅛ in. in diameter, are ground to a steam-tight joint and have cotters 0.03 in. in diameter through the valve stems to prevent their being drawn into the cylinders.

A miniature injector delivers water to the boiler, which is made of ¼ in. boiler steel with electric welded joints and tested with 600 lb. hydrostatic pressure. Seventeen ⅜ in. staybolts support the crown sheet, and the firebox has a flanged firedoor in accordance with customary practice. A complete brake system is applied with operating steam driven air compressor, brake valve, brake cylinders, shoes and rigging. The locomotive has a mechanical force feed lubricator. About 200 3/64 in. bolts were used in the locomotive.

In addition to being the builder of this model locomotive, Mr. Krommes has attained fame previously as the inventor and constructor of the first flying machine west of the Mississippi river that actually flew.

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SOUTHERN PACIFIC EMPLOYEES, to the number of 93, were retired during 1926. These represent more than 6,364 years of railroad service. With an average of 33 years per employee, the retired men including six with active careers of over 50 years. Almost every class of employee is represented on the 1926 pension list. A total of 1,370 retired employees are pensioned.

# Communications and Books

## Psychic Complications in the Locomotive Cab

WASHINGTON, D. C.

TO THE EDITOR:

Intelligent men, not in the railroad service, every now and then present a plea, or request, or demand, that every engineman of a fast train be examined, every time he goes on duty, by a physician and psychologist. (And the rule would have to include freight runners also). This is a fascinating idea, but to carry it out would be a perplexing problem. I hold no brief for the railroads, and the fact that a problem is perplexing does not warrant a resourceful corporation or an energetic officer in shirking it; but there are several things that ought to be said before you accept this view.

Every railroad manager has to be an idealist and an economist at the same time; and each of those terms contains a world of meaning; he has to adjust his vision to a vast and varied field. Following a disastrous collision a few years ago, where the engineman had been drinking to excess, some roads ordered that every engineman, when going on duty, should report in person to a foreman or dispatches who should be critical enough to be able to testify that the runner had gone to work sober. Vulgarly, the dispatcher was supposed to smell the engineman's breath, and his daily record blank was called a "booze sheet." Such an examination may be called a rudimentary physician's test.

But to be worthy of this name in its fullest meaning, the test should include examinations of heart and nerves and perhaps other organs or functions. Not with the most complete physician's diagnosis, however, can you know much about a man's mental processes and, therefore, the psychologist is as necessary as the body doctor. The psychologist, if he goes sufficiently into the refinements, can tell something about a man's hopes or fears, whether he is well balanced or ill-balanced and whether he has quarrelled with his wife since the last trip. But where does this leave us? No road employs a psychologist regularly. Suppose, however, a road were to engage one? Important questions would still be left unanswered, and the specialist's best advice would be only a side-light, except perhaps in one case in a thousand.

Suppose, however, that his examination is all that could be asked for: what then? We have not got any light on the workings of the engineman's conscience. A moral inspection is as necessary as one for the body and the intellect, for the will is a vital element in the man's efficiency. The engineman who goes on duty after being off 16 hours without having taken any rest in bed knows that he is doing wrong; that he is violating the spirit of the rule. There is a reason why railroads have not prepared more elaborate rules for the daily examination of enginemen; it is the knowledge that with the best rules that can possibly be devised, we still find ourselves lacking this essential element.

One could imagine a railroad on which every engineman is checked minutely every day, against errors or failures due to poor health, or domestic troubles; to anxiety about money or too much absorption in a boat race or a game of cards; or to lapses of memory; or to neglect to keep himself well read-up on the rules in the book or on novel points brought out in trainmasters' circulars; but you do not need to ruminate very long on the intricate and delicate nature of the combined responsibility which would thus be required of a single individual, before you admit, very freely, that the primary assumption with which you started out is a dangerous one. To find and employ and educate 25 men according to such a high standard would be a work of such magnitude, and requiring so much time, that to calculate on a reasonably prompt success would be nothing less than rash. To keep the 25 men satisfied in their places would be no small problem.

The trainmaster himself, after accomplishing such a reform, would probably leave the child of his brain uncared for because such a smart disciplinarian would be in great demand for some higher position. He would either resign to go somewhere at four times his railroad salary or he would be promoted in the railroad service.

The manager who sets out to form a corps of 100 per cent enginemen needs first to establish a sure succession of first-class trainmasters—a thing which no road has yet done.

There is no use in trying to evade the issue; the automatic train stop is the remedy. The function of the automatic train stop is to forestall wrong action (or neglect to act) *no matter what the cause* of the failure. A complete system of train stops is very costly, but the logic of the situation is plain. The old bugbear that an automatic stop will make enginemen more careless, is now pretty well exploded. Good men—men who, from the superintendent's standpoint, must be classed as the most competent in the world—will sometimes fail to see and obey a signal which stands in plain sight at the side of the track; and this fact forces us, when we fully recognize it, to cease wasting time on the argument of stops versus discipline. In fact our most advanced railroad officers see that there is no further use in racking our brains and multiplying words about theories; we must apply ourselves to getting something done.

B. R. B.

## Decoration and Color for Passenger Cars and Locomotives

NEW YORK.

TO THE EDITOR:

I believe that your editorial in the *Railway Age* of January 22, entitled "Taste in Passenger Car Decoration" points to a phase of railroad service which sadly needs intelligent attention.

The railroad, insofar as its passenger service is concerned, is not materially different from a hotel. Engineers alone could doubtless build a hotel which would be entirely adequate from the standpoint of structural stability and the placing of the necessary windows, staircases, elevators, plumbing, telephones, etc. However, when the structure was finished what guarantee could one have that it would in decorations, furnishings and other appointments appeal in the slightest to people of discrimination? And this does not apply alone to the interior, but to the exterior as well. These phases of hotel building are wisely left to persons of training in the applied arts.

No criticism of engineers is implied. They have their job and they do it well. It is almost as illogical, however, to leave to them the artistic side as it would be to trust artists with mechanical design.

The automobile people have learned this lesson. Perhaps this explains to some extent why they have of late been so successful in competing with the railroads for passengers. There is no reason whatever why a steam railroad train—locomotive as well as cars—should not rival in beauty of line and color, exterior as well as interior, the most attractive passenger automobiles yet produced.

Men charged with determining the appearance of the outside of railroad equipment need to acquire some of the regard for color now being shown by the interior decorators. The American people are particularly susceptible to the appeal of color. George Jean Nathan, the famous critic, in calling attention to this characteristic in an article in the American Mercury for February, cites a great many specific instances, among which are the following: The triumph of the gaudy chewing gum package over its sedate black and white competitor; book jackets that once were white but are now multi-colored; hat bands, once black, which now appear in all colors; candy merchants now have to put up their wares in boxes "that look like delirium tremens" or lose their customers to competitors.

Let us have artists for the design and decoration of both the outside and inside of our passenger equipment and let them use

all the color they want to achieve the desired effect, which is to say, an appearance that will attract more paying customers to the railroads' trains.

ROY MCC. SMOLLING.

# Books and Articles of Special Interest to Railroaders

*(Compiled by Elizabeth Cullen, Reference Librarian, Bureau of Railway Economics, Washington, D. C.)*

## Books and Pamphlets

*Benjamin Garver Lamme, Electrical Engineer: An Autobiography.* Mr. Lamme, who died in 1924, designed the generating and motor equipment for the first big railway electrification, that of the New York, New Haven & Hartford, and had a brilliant career in his chosen profession. 287 p. Pub. by Putnam's, New York. $3.

*Great Lakes-to-Ocean Waterways: Some Economic Aspects of the Great Lakes-St. Lawrence, Lakes-to-Hudson, and All-American Waterway Projects,* by E. S. Gregg and A. Lane Cricher. U. S. Dept. of Commerce, Domestic Commerce Series Bulletin No. 4. Present and potential traffic, necessary channel depths, savings that may be effected from operation of the proposed waterways, and the most practicable route. Includes maps, charts, and diagrams. 134 p. Pub. by Govt. Print. Off., Washington, D. C. 25 cents.

*Liner Predominance in Ocean Shipping,* by E. T. Chamberlain. An informative review of modern ocean transportation, trade routes, influence of oil as both fuel and cargo, motor ships, land transport connections, etc. 51 p. U. S. Dept. of Commerce Trade Information Bulletin No. 448. Pub. by Govt. Print. Off., Washington, D. C. 10 cents.

*Wages and Hours of Labor in Foundries and Machine Shops:* 1925. Bulletin No. 422 of the U. S. Bureau of Labor Statistics, showing wages and hours by positions, and localities, the survey including the more important types of machine shops and foundries as mentioned on p. 1. 159 p. Pub. by Govt. Print. Off., Washington, D. C. 25 cents.

## Periodical Articles

*The Divisional System of Railway Organization,* by R. P. Lewis. Where it has been adopted, its advantages, and the use of statistics in administration. Journal of the Institute of Transport, January 1927, p. 143-149.

*Functions of Municipal Government Which Affect Business and Industry, III: Traffic and Transportation,* by A. H. Johnson. Harvard Business Review, January 1927, p. 175-185.

*Lenses and Reflectors for Railroad Service,* by Frank Benford, Fresnel Lenses, what they are, and their adaptation to railroad yard lighting problems. General Electric Review, February 1927, p. 102-104.

*The L. & N. E. R. Services Via Harwich,* by A. L. Gibson. Organization and duties of the Continental Department, London & North Eastern Railway, and what it does to facilitate international passenger and freight traffic. Journal of the Institute of Transport, January 1927, p. 112-123.

*A New Railroad "Giant"—Arthur Curtiss James, of Northern Pacific and Great Northern,* by Frank J. Williams. Editorial comment, p. 134. American Review of Reviews, February 1927.

*Radio Photography and Television,* by Dr. E. F. W. Alexanderson. The newest developments in the former, illustrated by pictures of laboratory set-ups for receiving and transmitting photographs by radio and reproductions of successful and not-so-successful transmissions, and the progress toward the latter. Editorial comment, p. 77. General Electric Review, February 1927.

*Report of the Chief of Engineers, U.S. Army to the Secretary of War,* 1926. Status of river and harbor improvements, appropriations, expenditures, further proposals, etc. Part II, as usual, consists of commercial statistics of waterborne commerce of the United States, in this report covering the year 1925, and is available separately from the Board of Engineers for Rivers and Harbors, Washington, D. C. 2 vols. Pub. by Govt. Print. Off., Washington, D. C. $2.25.

*Significance of a Year of Transportation Progress,* by William J. Cunningham. 1926 in railroad history. Annalist, Jan. 14, 1927.

# *Looking Backward*

## 100 Years Ago

On February 2, 1827, "the first general meeting of citizens of Baltimore to confer upon the proper manner to undertake the building of a railroad" was held, according to the records of the Baltimore & Ohio, which was the outgrowth of this meeting.

## Fifty Years Ago

Four bills are now pending before the Senate, designed to settle the question of the obligations of the Pacific railroad companies—the Union Pacific, the Central Pacific, the Kansas Pacific, the Central Branch and the Sioux City & Pacific—on account of the interest and principal of the bonds loaned them by the government.—*Railroad Gazette,* February 2, 1877.

During 1876 thirty-four railroad companies were reorganized through purchase at foreclosure sales while eight companies made their first default on first-mortgage bonds, involving more than $17,000,000 of this type of securities. Two railroads, the Kansas Pacific and the St. Louis, Iron Mountain & Southern, defaulted on their bonds for the second time.—*Railroad Gazette,* February 2, 1877.

## Twenty-Five Years Ago

The mileage of railroads in America equipped with block signals is now 3,347, including 22 miles in Canada. The increase in mileage over 1900 has been nearly 50 per cent.—*Railroad Gazette,* February 7, 1902.

A bill has been introduced into the New York Assembly to require the equipment of locomotives with apparatus controlled by devices placed at selected points along the railroad for automatically shutting off the power and applying the brakes of the train. It would further provide that within a year's time such equipment must be placed to operate on all trains traveling at a speed of 30 miles per hour or more.—*Railway Age,* February 7, 1902.

The United States Industrial Commission recommends to Congress that the authority of the Interstate Commerce Commission, necessary for the adequate protection of shippers, and clearly intended by the framers of the law in 1886, be restored, and that the powers and functions of the commission be enlarged. This body also recommends that the long and short haul clause in Section 4 of the act of 1887 be strengthened and rigidly enforced.—*Railway Age,* February 7, 1902.

## Ten Years Ago

President Wilson's program for legislation to supplement the Adamson "eight-hour" law by making strikes illegal pending investigation has encountered so much opposition in Congress that administration leaders are trying to work out a compromise, and although the President seems to be making every effort to have his recommendation carried out the chances for the enactment of an effective law seem rather doubtful.—*Railway Age Gazette,* February 2, 1917.

The directors of the Chicago, Milwaukee & St. Paul have voted to extend its electrified zone from Othello, Wash., west to the Pacific coast. The new electrification involves about 250 miles of main line and will cost about $6,250,000. It is expected that the extension will be in operation some time during 1918. During January the finishing touches were put on the last 25-mile stretch of electrified district east of Spokane and the entire Mountain division of 440 miles will probably be operated electrically by February 15.—*Railway Age Gazette,* February 2, 1917.

# *Odds and Ends of Railroading*

"Miners' Union Tells How to Regulate Freight Rates"—headline on a news item. As soon as the people of the Fiji Islands, where there are no railways, are heard from, the volume of expert advice on this question will be complete.

"I am not much of a mathematician," said Carelessness, "but I can *add* to your troubles, *subtract* from your earnings, *multiply* your aches and pains, *divide* your attention, take your *interest* from your work and *discount* your chances for safety."

A correspondent of the Chicago Daily News suggests that the term "cow-catcher" is somewhat out of date and that "auto-catcher" should be substituted instead. In view of the increasing recklessness of drivers, there is something in what he says.

"More than 300 tons of coal in the giant chute entirely covered up the giant locomotive"—thus reads a newspaper account of a minor mishap on a Southern road. Too bad that a giant engine crew equipped with giant shovels weren't on hand to dig the giant locomotive out.

"The passenger cars of the Philadelphia & Reading are supplied with heaters under the cars.....so constructed that in case of accident the furnaces will disconnect themselves from the cars."—From the Fifty Years Ago column of January 22. We rode in one of those very cars on a midwestern suburban train the other day, and it *had* been in an accident.

The Pullman porters who are trying to organize a union say that they receive an average of $58.15 a month in tips and they seek a wage increase to obviate the necessity of accepting such gratuities. Just to see whether such an increase would abolish the tipping evil, we suggest that these union organizers ask all porters to refuse tips after they have collected the monthly quota of $58.15. Let them keep a careful record of the total sums thus refused and present them a year hence. The public will then be able to judge to what extent this wage increase demand is based, on a laudable distaste for the tipping system and how much the ancient and understandable, though always deprecated, desire for more money enters in. We offer this idea gratis.

The present airy costume affected by the ladies, consisting of a dress, slippers and stockings, weighing about six ounces and unmentionables weighing even less, has had its effect on railway baggage. In the Chicago Union Station the effect is particularly noticeable. Here the baggage facilities are not taxed to anything like capacity, nor is the volume of baggage nearly as great as it was some years ago, despite the fact that long distance travel is increasing. The woman of ten years ago, while traveling, was compelled to take along a trunk or two and several hat-bags. If she was taking a bathing suit, an extra suitcase was necessary. The woman traveler of today tilts her hat at a more rakish angle, stuffs a compact and a few other things into a brief-case and is ready to go.

P. E. Odell, vice-president and general manager of the Gulf, Mobile & Northern, is quoted by the Manufacturers Record, as having recently addressed the Southeast Shippers' Advisory Board at New Orleans, La., as follows: "We had an engineer a few days ago who did $265 worth of damage to some equipment. After taking water he backed into his train because the smoke came down and he didn't see the red light. There was some overtime made on the train, and in checking up to see whether the engineer was right or not, we found that he didn't put in a ticket. When asked about it he said, 'Come down to the cab of my engine.' He had a little book there which read, 'Joe Liddell, in account with the Gulf, Mobile and Northern Railroad, damage to equipment, $265. Credit, by overtime, $8.10.' Now he says, 'When this credit amounts to $265 I'm going to close the book and put in my time'" Mr. Odell did not say whether the supervisory officer involved fainted from the shock.

Lexicographers and professors of English are not usually credited by the railway officer as possessing the type of knowledge and experience that makes it expedient to consult them in the ordinary operation of a railroad. But judging from the context of a pamphlet recently issued by the Chicago, Burlington & Quincy, "Burlington Blues," the entire fraternity of grammarians was unable to settle conclusively the quandary of the traffic department as to the proper use of "is" and "are" in an advertisement. Unable to decide between "within this tremendous area is produced (or are produced) two-thirds the oats....," C. E. Spens, vice-president in charge of traffic, and P. S. Eustis, passenger traffic manager, called upon the English departments of a half dozen universities. The resulting disagreement was commented upon by more than 50 newspapers throughout the United States in news stories, editorials, cartoons and verse and these excerpts are reprinted in the "Burlington Blues." English and language clubs devoted meetings to discussion of the question. At last reports the proper use of that particular verb was still a debatable railway problem.

## Truth Will Out

A reader advises: The bird with the moniker "Anon" told only the half of it. He has it, "But Rule 99 Says Rail Bender Needed in Rear" and that's O. K., but I says Anon has a bad memory. The boomer shack's story is in the records, some calls it a Classic, and it goes like this:

"We just pulled the drag off the main stem onto the two streaks of rust but she hung over. The hoghead was down on the ground greasin' the pig, and the tallowpot was up crackin' diamonds. The con was in the dog house flippin' his tissues and the hind shack was cooling a red hub when he should a been out tryin' to put 15 sticks between him and the drag. I was up ahead bendin' the rails when the streak of varnish and plate glass come around the bend. The eagle eye seen us and throwed her in the big hole and give her two streams of seashore, but he'd been poundin' her on the back and they slid into us."

## To the Old Guard

Horatio Oscar Debonnerville Brown
Lived in a house in the best part of town,
Ate sterilized food and took baths every day
And at nine every night he was tucked in the hay;
He always wore rubbers and breathed through his nose,
Fearing germs he fought shy of the movies and shows,
He was fussy 'bout drafts from a window or door
As he worked in his bank from nine-thirty to four;
He used no tobacco and never drank wine,
Not once in his life did he go "down the line."
He worked for an hour at the close of each day
With the Business Men's class in the Y. M. C. A.,
But in spite of all that he's not here any more,
They carved on his monument "AGE FORTY-FOUR."

Track Foreman Timothy Michael McGuire
Lived in the cheapest old house he could hire,
Bathed in the wash-tub each Saturday night,
Always smoked Shields or Mechanic's Delight,
Breathed through his mouth 'twas the easiest way,
His nose had been broke in a little affray.
Worked in his undershirt out on the track
With sunshine and rain pouring down on his back.
For twenty-four hours he'd be out in the snow
With his gang at derailments or after a blow.
He didn't drink wine but he drank old "third rail,"
And helped it along with a schooner of ale;
He's still hale and hearty at SEVENTY-FOUR;
He's sitting there now in his flag shanty door.

ANON.

# NEWS *of the* WEEK

THE DENVER & RIO GRANDE WESTERN has granted shopmen increases in wages ranging from one to two cents an hour.

F. G. JONAH, chief engineer of the St. Louis-San Francisco, has been elected first vice-president of the Society of American Military Engineers for 1927.

PRESIDENT COOLIDGE, at the request of the Colorado congressional delegation, has agreed to press a button at Washington on February 10 which will set off the blast completing the excavation for the Moffat tunnel.

THE BOARD OF DIRECTORS of the American Railway Association has elected A. D. McDonald (Southern Pacific) and Percy R. Todd (Bangor & Aroostook) members of the board, taking the places of W. R. Scott, deceased, and James H. Hustis, retired from railway service.

THE SOCIETY OF TERMINAL ENGINEERS will hold its next regular meeting at 29 West 39th Street, New York, on the evening of February 8. The subject will be Railway Passenger Terminals, and the principal speaker will be Alfred Fellheimer, consulting architect and engineer.

SETTLEMENT of the wage dispute involving 30,000 shopmen on Canadian railways has been effected, according to a statement issued in Montreal by the Railway Association of Canada. The men asked for a wage increase of 10 cents per hour, but settlement has been reached at between 2 and 4 cents per hour.

SENATOR GOODING, of Idaho, in the Senate on January 31 asked for unanimous consent to take up his bill to provide for the refunding of railway indebtedness to the United States government, at the conclusion of the unfinished business then before the Senate. Objection was made, however, by Senator Couzens of Michigan.

## New U. P. Station at Topeka

The Union Pacific celebrated the opening of its new passenger station at Topeka, Kan., on January 29, when a dinner was given by the chamber of commerce in honor of Carl R. Gray, president; H. A. Scandrett, vice-president; N. H. Loomis, general solicitor, and C. A. Magaw, general attorney. A parade was held preceding the opening exercises, dedicating the station in which the ancient modes of transportation were depicted by a push cart, stage coach, ox teams and painted Indians.

## N. & W. Car Retarders

The Norfolk & Western has contracted with the Union Switch & Signal Company for the installation of a complete electro-pneumatic car retarder system at its west-bound classification yard at East Portsmouth, Ohio. This installation comprises 34 car retarder units of varying lengths, 44 electro-pneumatic switch movements of the direct acting type, and 37 electro-pneumatically operated skates. This yard handles loaded coal cars almost exclusively and the layout is so arranged as to care for a normal operation of 1,600 cars a day in two tricks and a maximum operation of 4,000 cars a day in three tricks.

## Interstate Commerce Laws to Be Edited and Indexed

The Senate on January 28 adopted the resolution proposed by Senator Hawes of Missouri requesting the Interstate Commerce Commission to prepare a manuscript to be printed as a Senate document covering the text of the various acts administered by the commission and related provisions of law; to be annotated with digests following each section, of all pertinent decisions of the courts and the commission and other administrative agencies, and with regulations of the commission, together with an index; to be transmitted to the Senate by October 1.

## Depreciation Accounting Proposed for Electric Railways

The Interstate Commerce Commission has announced that the depreciation section of its Bureau of Accounts, which conducted the preliminary investigations which led to the recent orders by the commission requiring the steam railways and the telephone companies to institute a system of depreciation accounting, now proposes that depreciation accounting be required on electric railways substantially the same as on steam railways. Before consideration is given by the commission to the propriety of the action proposed a hearing will be held on February 28 before Examiner Bunten.

## Safety Section April 19-21

The Safety Section of the American Railway Association will hold its annual meeting at the Palmer House, Chicago, on Tuesday, Wednesday and Thursday, April 19, 20 and 21.

## C. P. R. Gains in 1926

The year was the eighth consecutive fiscal year in which the Canadian Pacific showed increased net earnings, the increase of $4,790,000 last year over the previous year being the most notable of these advances.

Following are the operating results for December and for the twelve months of 1926, with comparisons:

| Dec.— | 1926 | 1925 | Inc. |
|---|---|---|---|
| Gross | $17,791,980 | $19,818,544 | *$2,026.563 |
| Oper. exp. | 16,175,798 | 14,991,752 | 1,184,045 |
| Net | $1,616,182 | $4,826,792 | *$3,210,600 |
| Year— | | | |
| Gross | 198,025,591 | 183,356,005 | 14,669,586 |
| Oper. exp. | 153,080,464 | 143,202,230 | 9,878,234 |
| Net | $44,945,127 | $40,153,775 | $4,791,352 |

* Decrease.

## C. N. R. Net 46 Millions

Net earnings of the Canadian National, exclusive of the Central Vermont, for the calendar year of 1926 were $46,400,000. This figure compares with a net of $32,264,414 for 1925, an increase equivalent to an improvement of 44 per cent for the operating results of 1926.

During 1926, the railway operating revenues amounted to $266,270,000, while in the previous year, the total was $244,971,202.

In the twelve months of 1926, the railway operating expenses reached a total of $219,870,000, which total compares with $212,706,787.

The increase in revenue during 1926 over the previous year amounted to $21,298,797, or 8.69 per cent. In the twelve month

period of 1926 the increase in operating expenses amounted to $7,163,212, or 3.37 per cent. The operating ratio for the twelve months of 1926 was 82.57, which in 1925 was 86.83.

## Locomotive Fuel Record—11 Months

Fuel for road locomotives in freight and passenger train service cost the Class I railroads $295,478,592 in the eleven months ended with November, according to the Interstate Commerce Commission's monthly compilation of railroad fuel statistics. The figures include only fuel charged to operating expenses and exclude switching service. The average cost of coal per net ton was $2.62, as compared with $2.72 for the corresponding period of 1925. For the month of November alone the cost was $2.72. The average cost of fuel oil for the eleven months was 2.94 cents, as compared with 3.16 cents in the corresponding period of 1925. For November the cost was 3 cents.

## Chicago Union Station to Develop Air Rights

That steam operation of an urban railway terminal is not necessarily a barrier to the development of air rights is apparent from plans now being prepared for the erection of a large newspaper plant and office building by the Chicago Daily News over a portion of the station and approach tracks of the Chicago Union Station. Through a combination of an outright sale and a lease, the newspaper has acquired the use of an area approximately 400 ft. by 250 ft., fronting on Madison, Canal and Washington streets and the Chicago river, a large part of which is occupied on a level below the streets by the north end of the north grid of the station platform tracks. Plans for the use of this site call for a 26-story building and provide that smoke emitted from locomotives on these tracks is to be collected in "smoke chambers" and conducted through chimneys to outlets above the roof. The contract contains an option for outright purchase of air rights, as well as the fee title to the ground for the foundations of the proposed new structure.

## Five Million Dollars for Hudson Bay Line

During the present session the Canadian Parliament will be asked to vote $5,000,000 for the Hudson Bay Railway, the largest sum ever asked for that road in any one year. Previous high expenditures were in 1914 and 1915, but in neither did the outlay exceed $4,750,000.

The appropriation sought this year is almost double the amount which the On-to-the-Bay Association estimated would complete the railway to tidewater.

The report on the last year's work has been received from the Canadian National Railways. This report is to the effect that the road from The Pas to Mile 85 is now in first-class shape. From there on to the end of steel is not in such sound condition and much work has still to be done by way of ballasting, provision of facilities for water and repairs, etc.

The program for 1927, it is stated, includes the construction of two bridges, one at Limestone river and the other at a river further to the east. Both are 300-ft. bridges and are major undertakings. The line up to the present end of the steel will be put into first-class shape and all facilities for heavy traffic will be provided.

## Suburban Cars Will Have Roller Bearings

Roller bearings are specified on 40 new all-steel passenger cars, which were recently ordered by the Chicago, Rock Island & Pacific for Chicago suburban service, as reported on page 212 of the *Railway Age* of January 8. The order for bearings is divided between the Hyatt Roller Bearing Company, Newark, N. J., S. K. F. Industries, Inc., New York City, and the Timken Roller Bearing Company, Canton, Ohio. The use of these cars, all in the same service, where maintenance standards are high and inspection close, will afford the most extensive and accurate comparative test of roller bearings in railway service yet attempted. Present plans contemplate the transformation of all suburban cars of the Rock Island into all-steel, electric-lighted, roller bearing cars during the present year.

The Chicago & North Western also has specified roller bearings on 100 new suburban cars and 20 combination passenger and baggage cars recently ordered (*Railway Age*, January 29). These 120 cars will be equipped with Hyatt roller bearings in Melcher 5-in. by 9-in. journal boxes, furnished by the Railway Motors Corporation, De Pere, Wis.

## Sir Henry Thornton Discusses Canadian Freight Rates

A strong appeal against any drastic reduction in freight rates was made last week in Montreal by Sir Henry Thornton, president of the Canadian National, the publicly-owned road, in addressing the Canadian Pulp and Paper Association.

"If the freight rates of Canada," said Sir Henry, "were on the same scale as the freight rates of the United States the Canadian National Railways last year would have earned net $72,000,000, instead of $46,000,000.

"In other words," proceeded Sir Henry, "we would have practically met all our interest charges on real and watered capital, and we would have been in a position to say to the people of Canada: 'A Merry Christmas and a Happy New Year, but we don't want any more money from you.'

"Far be it from me to attempt to force upon the people of Canada, even though I could, anything of a repugnant character. It is not my business to argue for higher freight rates, or for maintenance of present freight rates, or anything relating to the freight-rate business, but it is my business to tell the people of Canada what will be the consequence if a scale of freight rates is established which will stop the financial and physical growth of the Canadian National Railways. And, having made that statement, and having made it clear, then the people of Canada can decide for themselves what they want to do."

## The Positive Meet on the O.-W.

The New York, Ontario & Western, beginning February 1, has changed Rule 72 and other rules in the standard code, so that, on single track, each train is superior to a train of the same class in the opposite direction, to the meeting point.

Rule 88 is revised to read as follows: "On single track, trains must wait indefinitely at meeting points for opposing trains of the same class, unless otherwise directed by train order, except that when a train is entering upon double track, or upon a route other than that upon which the opposing train is scheduled, it need not wait for the opposing train at such points.

"When a train on any division or subdivision is due by time table (1) at its terminal (2), end of single track (3), a junction where it diverges, or (4) at the initial station for an opposing train of the same class, before the schedule leaving time of an opposing train of the same class, such terminal, end of single track, junction, or initial station, shall be considered the meeting point for such trains, in the application of this rule.

"At meeting points by time table, or train order, between trains of the same class, and between extra trains, the northbound train must take the siding unless otherwise provided.

"Trains must pull into the siding when practicable; if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided."

## Equipment Installed

Class I railroads in 1926 placed in service 2,399 locomotives, according to reports compiled by the Car Service Division of the American Railway Association. This was an increase of 666 locomotives over the number installed in 1925 and of 153 over the number installed in 1924.

The actual number of locomotives owned on January 1, 1927, totaled 62,428 or a decrease as compared with January 1, 1924, of 2,468 locomotives, but the average tractive power per locomotive was approximately 6.7 per cent greater than it was three years ago.

Class I railroads on January 1, this year, had 329 locomotives on order, compared with 471 one year before, and 287 on January 1, 1925.

Freight cars installed in 1926 totaled 104,000, a decrease of 24,422 compared with 1925 and of 52,414 compared with 1924. Of the total, box cars numbered 46,063; coal cars, 41,084, and refrigerator cars, 8,471.

While the number of freight cars owned on January 1, 1927, was an increase of 28,473 cars, or 1.2 per cent compared with January 1, 1924, the average carrying capacity per car was 45.3 tons, as compared with 43.5 tons three years ago, or an increase of 4.1 per cent.

Reports showed 21,242 freight cars on order on January 1, this year, compared with 40,794 on the same date last year, and 55,684 on the same date two years ago.

These figures as to freight cars and locomotives include new and leased equipment.

## Baltimore & Ohio Centenary Dinner

The first formal function in connection with the celebration of the one hundredth anniversary of the charter by which the Baltimore & Ohio Railroad Company came into being will take place in Baltimore, February 28, when a dinner will be held at the Lyric Theatre. Invitations for this occasion will be sent to some 800 persons.

Daniel Willard, president of the company, will preside at the dinner. Addresses will be made by Albert C. Ritchie, governor of Maryland; Howard W. Jackson, mayor of Baltimore, and Newton D. Baker, of Cleveland, a director of the Baltimore & Ohio, and formerly Secretary of War.

For months the Baltimore & Ohio management has been planning its centenary celebration. In order to give ample opportunity for all to share in the enjoyment that such ceremonies would afford, the chief functions of the celebration will be held at a time of the year when weather conditions would be favorable—during the latter part of the summer and early fall, probably extending over several weeks. But, as the granting of the charter by the Maryland Legislature on February 28, 1827, marks the day of the company's birth, the management felt that it would be remiss were it to let the day go by unobserved in some special manner.

For the occasion of the dinner, in addition to the customary program, there will be presented some historical matters relating to the early days of the Baltimore & Ohio in a unique way.

## Another Pennsylvanian Proposed for the I. C. C.

Senator Reed of Pennsylvania, who was the sponsor for the recent appointment of Cyrus E. Woods as a member of the Interstate Commerce Commission, but whose selection was not approved by the Senate, is still active in trying to bring about the appointment of a Pennsylvanian to the commission. He has now brought forward as a candidate Henry W. Temple, Representative in Congress from the 25th Pennsylvania district, and is seeking support for his appointment among other members of the Senate. It is reported that he has discussed the matter with President Coolidge and that the President wants some assurance that the man he appoints next time will be accepted by the Senate. While the Senators from the states of the southern coal district are very much opposed to the appointment of any man from Pennsylvania, it is understood that there is less opposition among some others to the idea of an appointment from Pennsylvania than there was to the confirmation of Mr. Woods. Many Democrats and Progressives are understood to have opposed Mr. Woods because he was a large holder of railroad and industrial securities. Representative Temple was formerly a minister and later was professor of political science at Washington and Jefferson College.

Senator Smith of South Carolina has again announced in the Senate that he proposes to press for early action on his bill to provide for regional appointments to the Interstate Commerce Commission. He gave notice that as soon as the necessary supply bills are out of the way he would insist on the Senate taking some action on the bill.

# Meetings and Conventions

*The following list gives names of secretaries, dates of next or regular meetings and places of meetings.*

AIR BRAKE ASSOCIATION.—T. L. Burton, 165 Broadway, New York City. Next meeting, May 24-27, 1927, Mayflower Hotel, Washington, D. C. Exhibit by Air Brake Appliance Association.

AIR BRAKE APPLIANCE ASSOCIATION.—J. H. Ainsworth, A. M. Byers Co., 410 Union Bank Bldg., Pittsburgh, Pa. Meets with Air Brake Association.

AMERICAN ASSOCIATION OF FREIGHT TRAFFIC OFFICERS.—J. D. Gowin, 112 W. Adams St., Chicago.

AMERICAN ASSOCIATION OF GENERAL BAGGAGE AGENTS.—E. L. Duncan, 332 S. Michigan Ave., Chicago. Next meeting, June 21-23, 1927, Mackinac Island, Mich.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—W. C. Hope, C. R. R. of N. J., 143 Liberty St., New York. Next annual meeting, November, 1927, Havana, Cuba.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—J. Rothschild, Room 400, Union Station, St. Louis, Mo. Annual convention, June 21-24, 1927, San Francisco.

AMERICAN ASSOCIATION OF SUPERINTENDENTS OF DINING CARS.—C. E. Bell, Seaboard Air Line, Washington, D. C. Next meeting, Chicago.

AMERICAN ELECTRIC RAILWAY ASSOCIATION.—J. W. Welsh, 292 Madison Ave., New York. Annual convention, Oct. 3-7, 1927, Cleveland Public Auditorium, Cleveland, Ohio.

AMERICAN RAILROAD MASTER TINNERS' COPPERSMITHS' AND PIPE FITTERS' ASSOCIATION.—C. Borcherdt, 202 North Hamlin Ave., Chicago, Ill.

AMERICAN RAILWAY ASSOCIATION.—H. J. Forster, 30 Vesey St., New York, N. Y.

Division I.—Operations—J. C. Caviston, 30 Vesey St., New York.

Freight Station Section (including former activities of American Association of Freight Agents).—R. O. Wells, Freight Agent, Illinois Central Railroad, Chicago, Ill. Annual convention, May 10-14, 1927, Memphis, Tenn.

Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., N. Y.

Protective Section (including former activities of the American Railway Chief Special Agents and Chiefs of Police Association)—J. C. Caviston, 30 Vesey St., New York.

Safety Section.—J. C. Caviston, 30 Vesey St., New York. Next meeting, April 19-21, Chicago.

Telegraph and Telephone Section (including former activities of the Association of Railroad Telegraph Superintendents).—W. A. Fairbanks, 30 Vesey St., New York.

Division II.—Transportation (including former activities of the Association of Transportation and Car Accounting Officers).—G. W. Covert, 431 South Dearborn St., Chicago.

Division III.—Traffic, J. Gottschalk, 143 Liberty St., New York.

Division IV.—Engineering, E. H. Fritch, 431 South Dearborn St., Chicago, Ill. Annual convention, March 8-10, 1927, New Palmer House, Chicago. Exhibit by National Railway Appliances Association, March 7-10.

Construction and Maintenance Section.—E. H. Fritch. Next meeting, March 8-10, 1927, Chicago.

Electrical Section.—E. H. Fritch.

Signal Section (including former activities of the Railway Signal Association).—H. S. Balliet, 30 Vesey St., New York. Annual meeting, March 7-8, 1927, Palmer House, Chicago.

Division V.—Mechanical (including former activities of the Master Car Builders' Association and the American Railway Master Mechanics' Association).—V. R. Hawthorne, 431 South Dearborn St., Chicago, Ill. Annual meeting, June 7-9, 1927. Montreal, Que. No exhibits at this meeting.

Equipment Painting Section (including former activities of the Master Car and Locomotive Painters' Association).—V. R. Hawthorne, 431 South Dearborn St., Chicago. Annual convention, 1927, Louisville, Ky.

Division VI.—Purchases and Stores (including former activities of the Railway Storekeepers' Association).—W. J. Farrell, 30 Vesey St., New York, N. Y. Next meeting, May or June, 1927, Chicago. No exhibits at this meeting.

Division VII.—Freight Claims (including former activities of the Freight Claim Association).—Lewis Pilcher, 431 South Dearborn St., Chicago, Ill. Annual meeting, June 14-17, Quebec, Canada.

Car Service Division.—C. A. Buch, 17th and H Sts., N. W., Washington, D. C.

AMERICAN RAILROAD BRIDGE AND BUILDING ASSOCIATION.—C. A. Lichty, C. & N. W. Ry., 319 N. Waller Ave., Chicago. Exhibit by Bridge and Building Supply Men's Association. Annual convention, October 18-20, 1927, Hotel Nicollet, Minneapolis, Minn.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—H. W. Byerly, General Immigration Agent, Northern Pacific, St. Paul, Minn. Annual meeting, June, 1927, Detroit, Mich.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—(Works in co-operation with the American Railroad Association Division IV.) E. H. Fritch, 431 South Dearborn St., Chicago. Next annual convention, March 8-10, 1927, New Palmer House, Chicago. Exhibit by National Railway Appliances Association, March 7-10.

AMERICAN RAILWAY TOOL FOREMEN'S ASSOCIATION.—G. G. Macina, C. M. & St. P. Ry., 11402 Calumet Ave., Chicago. Annual convention, Aug. 31, Sept. 1 and 2, 1927, Hotel Sherman, Chicago. Exhibit by Supply Association of the American Railway Tool Foremen's Association.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—T. F. Whittelsey, 1319-21 F St., N. W., Washington, D. C.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—Calvin W. Rice, 29 W. 39th St., New York. Railroad Division, Marion B. Richardson, Associate Mechanical Editor, *Railway Age*, 30 Church St., New York.

AMERICAN WOOD PRESERVERS' ASSOCIATION.—E. J. Stocking, 111 West Washington St., Chicago.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—H. D. Morris, District Claim Agent, Northern Pacific Ry., St. Paul, Minn. Annual convention, 1927, New Orleans, La.

ASSOCIATION OF RAILWAY ELECTRICAL ENGINEERS.—Jos A. Andrencetti, C. & N. W., Room 413, C. & N. W. Station, Chicago. Exhibit by Railway Electrical Supply Manufacturers' Association.

ASSOCIATION OF RAILWAY EXECUTIVES.—Stanley J. Strong, 17th and H. Sts., N. W., Washington, D. C.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—D. A. Hultgren, Massey Concrete Products Corp., Chicago. Meets with American Railway Bridge and Building Association.

CANADIAN RAILWAY CLUB.—C. R. Crook, 129 Charron St., Montreal, Que.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—Aaron Kline, 626 North Pine Ave., Chicago. Regular meetings, 2nd Monday in month, except June, July and August, Great Northern Hotel, Chicago.

CAR FOREMEN'S ASSOCIATION OF LOS ANGELES.—J. W. Krause, 514 East Eighth St., Los Angeles, Calif. Regular meetings, second Friday of each month, 514 East Eighth St., Los Angeles.

CAR FOREMEN'S ASSOCIATION OF ST. LOUIS, MO.—F. G. Wiegman, 721 North 23rd St., East St. Louis, Ill. Meetings, first Tuesday in month at the American Hotel Annex, St. Louis.

CENTRAL RAILWAY CLUB.—Harry D. Vought, 26 Cortlandt St., New York. Regular meetings, 2nd Thursday each month, except June, July, August, Hotel Statler, Buffalo, N. Y.

CHIEF INTERCHANGE CAR INSPECTORS' AND CAR FOREMEN'S ASSOCIATION.—A. S. Sternberg, Belt Ry. of Chicago, Polk and Dearborn Sts., Chicago. Annual convention, September, 1927.

CHIEF INTERCHANGE CAR INSPECTORS' AND CAR FOREMEN'S SUPPLY MEN'S ASSOCIATION.—B. S. Johnson, W. H. Miner, Inc., 209 S. La Salle St., Chicago.

CINCINNATI RAILWAY CLUB.—D. R. Boyd, 811 Union Central Bldg., Cincinnati, Ohio. Meetings, 2nd Tuesday in February, May, September and November.

CLEVELAND STEAM RAILWAY CLUB.—F. L. Frericks, 14416 Alder Ave., Cleveland, Ohio. Meetings, first Monday each month, except July, August, September, Hotel Hollenden, Cleveland.

INTERNATIONAL RAILROAD MASTER BLACKSMITHS' ASSOCIATION.—W. J. Mayer, Michigan Central R. R., Detroit, Mich. Next convention, August 16-18, 1927, Hotel Lafayette, Buffalo, N. Y. Exhibit by International Railroad Master Blacksmiths' Supply Men's Association.

INTERNATIONAL RAILROAD MASTER BLACKSMITHS' SUPPLY MEN'S ASSOCIATION.—W. R. Walsh, Ewald Iron Co., Louisville, Ky.

INTERNATIONAL RAILWAY FUEL ASSOCIATION.—L. G. Plant, 80 E. Jackson Blvd., Chicago. Annual convention, May 10-13, 1927, Hotel Sherman, Chicago. Exhibit by International Railway Supply Men's Association.

INTERNATIONAL RAILWAY GENERAL FOREMEN'S ASSOCIATION.—Wm. Hall, 1061 W. Wabash Ave., Winona, Minn. Annual convention, September 6-9, 1927, Chicago.

INTERNATIONAL RAILWAY SUPPLY MEN'S ASSOCIATION.—W. J. Dickinson, 189 W. Madison St., Chicago. Meets with International Railway Fuel Association.

MASTER BOILER MAKERS' ASSOCIATION.—Harry D. Vought, 26 Cortlandt St., New York. Next annual convention, May 3-6, 1927, Hotel Sherman, Chicago.

NATIONAL ASSOCIATION OF RAILROAD TIE PRODUCERS.—E. A. Morse, vice-president. Potosi Tie & Lumber Co., St. Louis, Mo.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—James B. Walker, 49 Lafayette St., New York. Annual meeting, October, 1927, Dallas, Tex.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—C. W. Kelly, 845 South Wabash Ave., Chicago. Annual exhibition, March 7-10, 1927, at convention of American Railway Engineering Association.

NATIONAL SAFETY COUNCIL.—Steam Railroad Section: J. E. Long, Superintendent Safety, D. & H., Albany, N. Y.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston, Mass. Regular meetings, 2nd Tuesday in month, excepting June, July, August and September, Copley-Plaza Hotel, Boston, Mass.

NEW YORK RAILROAD CLUB.—Harry D. Vought, 26 Cortlandt St., New York. Regular meetings, 3rd Friday in month, except June, July and August.

PACIFIC RAILWAY CLUB.—W. S. Wollner, 64 Pine St., San Francisco, Cal. Regular meetings, 2d Thursday in month, alternately in San Francisco and Oakland.

RAILROAD MOTOR TRANSPORT CONFERENCE.—R. H. Newcomb, 492 South Station, Boston, Mass.

RAILWAY ACCOUNTING OFFICERS ASSOCIATION.—E. R. Woodson, 1116 Woodward Building, Washington, D. C. Annual meeting, June 7-10, 1927, Cosmopolitan Hotel, Denver, Colo.

RAILWAY BUSINESS ASSOCIATION.—Frank W. Noxon, 1406 Packard Bldg., Philadelphia, Pa.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 515 Grandview Ave., Pittsburgh, Pa. Regular meetings, 4th Thursday in each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRICAL SUPPLY MANUFACTURERS' ASSOCIATION.—Edward Wray, 9 S. Clinton St., Chicago.

RAILWAY EQUIPMENT MANUFACTURERS' ASSOCIATION.—F. W. Venton, Crane Co., 836 S. Michigan Ave., Chicago. Meets with Traveling Engineers' Association, September, 1927.

RAILWAY FIRE PROTECTION ASSOCIATION.—R. R. Hackett, Baltimore & Ohio R. R., Baltimore, Md. Annual meeting, October, 1927.

RAILROAD REAL ESTATE ASSOCIATION.—C. C. Marlor, 1243 Transportation Bldg., Chicago.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—J. D. Conway, 1841 Oliver Bldg., Pittsburgh, Pa. Meets with Mechanical Division and Purchases and Stores Division, A. R. A. No exhibits in 1927.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, 30 Church St., New York. Meets with Telegraph and Telephone Section of A. R. A., Division L.

RAILWAY TREASURY OFFICERS' ASSOCIATION.—L. W. Cox, 1217 Commercial Trust Bldg., Philadelphia, Pa.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—T. F. Donahoe, Gen. Supvr. Road, Baltimore & Ohio, Pittsburgh, Pa. Annual convention, September 20-22, 1927, Buffalo, N. Y. Exhibit by Track Supply Association.

ST. LOUIS RAILWAY CLUB.—B. W. Frauenthal, Union Station, St. Louis, Mo. Regular meetings, 2nd Friday in month, except June, July and August.

SIGNAL APPLIANCE ASSOCIATION.—F. W. Edmunds, West Nyack (Rockland Co.), N. Y. Meets with A. R. A., Signal Section.

SOUTHEASTERN CARMEN'S INTERCHANGE ASSOCIATION.—Clyde Kimball, Inman Shops, Atlanta, Ga. Meets semi-annually.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, P. O. Box 1205, Atlanta, Ga. Regular meetings, 3rd Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—R. G. Parks, A. B. & A. Ry., Atlanta, Ga.

TRACK SUPPLY ASSOCIATION.—W. C. Kidd, Ramapo-Ajax Corporation, Hillburn, N. Y. Meets with Roadmasters' and Maintenance of Way Association, September, 1927.

TRAVELING ENGINEERS' ASSOCIATION.—W. O. Thompson, Gen. Supt. R. S., New York Central, Buffalo, N. Y. Annual meeting, September, 1927, Hotel Sherman, Chicago. Exhibit by Railway Equipment Manufacturers' Association.

WESTERN RAILWAY CLUB.—Bruce V. Crandall, 189 West Madison St., Chicago. Regular meetings, 3rd Monday each month, except June, July and August.

# *Traffic*

A bill to provide penalties for ticket scalping and embezzlement, counterfeiting and other forms of misuse of railway passenger tickets has been introduced in Congress by Representative Newton as H. R. 16,736.

The plan for pooling the operations of railroad tugs and lighters in New York Harbor did not go into effect on February 1, as had been predicted; and the impression seems to be general that no such plan will be carried out for a long time.

C. E. Bingham, freight claim agent of the Kansas City Southern, with headquarters at Kansas City, Mo., has resigned to become vice-president of the Moorhead Inspection Bureau, Chicago. Mr. Bingham entered railway service on September 1, 1906, as a clerk in the claim department of the Kansas City Southern, and with the exception of two years, when he was freight claim agent of the Missouri & North Arkansas, has been in the freight claim department of the Kansas City Southern, until his recent election.

The Interstate Commerce Commission, in a decision issued following a reargument in No. 14,771, John Morrell & Co., et al., v. New York Central et al., has reversed its previous finding that the local and proportional rates on fresh meats, c.l., from St. Louis, Mo., and other Mississippi river crossings, to destinations in trunk line and New England territories should be based upon 117 per cent of the Chicago-New York rate. Instead the commission has prescribed specific differentials over the rates from Chicago to the East.

## Canadian Industrial Traffic League

The Canadian Industrial Traffic League held its annual general meeting at Toronto, Ont., on January 28. The subjects reported on and discussed included: General freight rate investigation, export class rates to Atlantic Seaboard, average demurrage, traffic and transportation education, highway transportation, Hague rules, International Railway Commission and various legislative matters. Following the meeting the annual dinner of the League was held at the King Edward Hotel with an address by Professor A. P. Coleman, sometime Professor of Geology in the University of Toronto. Professor Coleman gave an illustrated lecture on South America, whence he recently returned after a long tour of investigation.

The president of the League for the ensuing year is W. C. Thompson, of Toronto; vice-president, E. J. C. Finch, Montreal; treasurer, H. W. Blahout, Toronto, and secretary, R. W. McLeay, Toronto.

## N. E. Shippers' Advisory Board

The New England Shippers' Advisory Board met at Springfield, Mass., on January 27, with an attendance of 535 shippers and railroad men. Messrs. Gormley, Conn and Kendall of the American Railway Association described the general railroad situation throughout the country, and District Manager Randall, of the Car Service Division, set forth conditions in the six New England states. Reports were received from all of the 55 commodity committees and they were almost uniformly optimistic, traffic in building materials being the only feature in which a reduced volume is expected this year, as compared with the same quarter of 1926. The automobile committee expects an increase during the next three months of 30 per cent; hides and leather, 10 per cent; iron and steel, 15 per cent, and petroleum products 20 per cent. The members listened to addresses by John S. Tinsley, speaking for the New England Governors' Council, and by George Hannauer, president of the Boston & Maine.

## Through Rates on Wool via Panama Canal Not Needed

The Interstate Commerce Commission has issued a report on further hearing in connection with its Wool Rates Investigation, 1923, holding that it has power to establish through routes and to prescribe reasonable maximum joint rail-and-water rates on wool and mohair from interior points on shipments moving via Pacific ports and the Panama canal to Boston, Mass., and other north Atlantic ports. The commission finds, however, that the establishment of such through routes and joint rates has not been shown to be necessary or desirable in the public interest, and that the failure of the carriers to establish joint rates is not unjust, or otherwise unlawful. The findings of the original report are affirmed.

The report, by Commissioner Campbell, says the time may not be far distant when joint rail-and-water rates via the Pacific ports and the Panama canal to Atlantic seaboard destinations on many commodities will become a reality, but that the record is not convincing that as yet the public interest, considered broadly, requires that such joint rates should be prescribed on wool.

Commissioner Eastman wrote a dissenting opinion, in which Chairman Esch and Commissioner McManamy joined, saying that the public interest demands the establishment of the through routes and joint rates and that the majority have, without adequate reason, neglected an opportunity to take a forward step of considerable importance to the country. Commissioner Taylor also dissented.

## Western Freight Rate Hearing

Testimony showing the basis for making class rates and the cost of rendering transportation service is being presented by representatives of the western carriers at a hearing before representatives of the Interstate Commerce Commission which opened at Omaha, Neb., on January 25, on the carriers' application for a readjustment of class rates to allow a fair return

in western trunk line territory, I. C. C. Docket 17,000, Ex Parte 87, Sub. 1. The several scales proposed by the carriers will result with a few exceptions in increases in class rates. E. B. Boyd, chairman of the Western Trunk Line Committee, the first witness, testified that the carriers were endeavoring to eliminate existing discriminations against interior cities. He described the conditions which brought about the adoption of present rates and explained that the development of industry and jobbing at the interior points of the territory made new rate adjustments necessary. W. E. Wettling, statistician for the western roads, submitted data on terminal costs at 102 stations on 21 railroads in towns ranging from 666 to 3,000,000 population.

R. G. Merrick, general freight agent of the Atchison, Topeka & Santa Fe, testified that the basis of rates should be on the single line charge, even if the service was performed over the shorter route by two or more carriers. R. C. Fyfe, chairman of the Western Classification Committee, stated that the upward revision of rates in western trunk line territory would redound to the prosperity of the section. Among others who testified were L. T. Wilcox, assistant freight traffic manager of the Union Pacific; L. C. Fritch, vice-president of the Chicago, Rock Island & Pacific; H. E. Byram, receiver of the Chicago, Milwaukee & St. Paul; and F. G. Gurley, general superintendent of the Wyoming district of the Chicago, Burlington & Quincy.

## One-Act Play Featured in Agricultural Train

The Missouri Pacific, on its agricultural progress train being operated in Arkansas from January 10 to February 1, is featuring a one-act play called "The Problems of James Staple," which is designed to point out the need of diversification for the successful farmer. While the play is primarily intended to be educational, it also has proved to be entertaining. In the play James Staple, a typical cotton farmer, endeavors to secure financial assistance, but the banker hesitates to make the loan. A conference of business men held to discuss Staple's condition, includes a furnishing merchant, a successful farmer, the local county agent, and a representative of a fertilizer educational bureau. Up-to-date farm methods as practiced by the successful farmer are discussed at the conference, and the discussion brings out the fact that he is successful because he has adopted a diversified program of farming. The banker tells Staple that if he will adopt the methods that have been followed by the successful farmer he will then be able to borrow the necessary money to make his next year's crop. The banker also points out that a loan advanced for the purpose of producing a diversified crop and to obtain livestock is much safer than money advanced for the purpose of producing just one crop.

In the play, supervised by John T. Stinson, director of agricultural development of the Missouri Pacific, each member of the company is an agricultural specialist. The parts are played by the agricultural agent and the sanitary engineer of the Missouri Pacific, the extension agronomist of the Agricultural Extension Service of the University of Arkansas, the local county agent for each stop, a representative of the Chilean Nitrate of Soda Educational Bureau and an agriculturist of the Arkansas Bankers' Association.

The progress train includes two cars of exhibits featuring legumes and their relations to the maintenance of soil fertility, fertilizing materials to illustrate the value of fertilizer in reducing the cost of production, and a cotton exhibit showing the value of high quality seed. In addition, there is an exhibit that calls attention to the losses resulting from forest fires in Arkansas and a health exhibit illustrating the necessity of fighting malaria-carrying mosquitoes.

## Contracts to Furnish Livestock Cars Opposed

Representatives of the railroads appeared on February 1 at a hearing before the Senate committee on interstate commerce to oppose a bill introduced by Senator Wheeler of Montana, S. 4923, to make it lawful for railroads to contract in writing with shippers to furnish cars for livestock loading at a specified time. Senator Wheeler said the purpose was to place responsibility on the railroads for the losses incurred by livestock shippers due to the failure of the roads to have cars ready for them when expected.

Alfred P. Thom, general counsel of the Association of Railway Executives, told the committee that while the bill is permissive in form the competitive situation would lead to a general practice of contracting for a supply of cars, which would result in discrimination in favor of the big shipper as against the smaller shippers; and in favor of livestock shippers as against the shippers of other agricultural products which use the same kind of cars.

M. J. Gormley, chairman of the Car Service Division of the American Railway Association, told the committee that the situation intended to be met by the bill has passed, that there has been no car shortage for three years except in a few temporary instances, and that the introduction of a system of competition between railroads to make contracts to furnish cars for livestock shipments would seriously interfere with the orderly distribution of cars to meet seasonal or emergency requirements, because if cars are contracted for in advance they would not be available for distribution by the Car Service Division. He also said that contracts for a supply of cars at a specified date would tie the shipper down to that date, regardless of market conditions, and would interfere with the gradual progress being made toward orderly marketing.

Mr. Gormley described the work of the Car Service Division in co-operation with the regional advisory boards and the marked improvement in service that has resulted since 1923 from this co-operation; and the large amount of new equipment placed in service by the railroads. Members of the committee seemed much impressed with the statement and both Chairman Watson and Senator Wheeler congratulated Mr. Gormley on the work that has been accomplished, although Senator Wheeler said that while there has been a great general improvement specific instances still exist where hardship is caused to shippers by delays in furnishing cars.

R. S. Outlaw, commerce attorney of the Atchison, Topeka & Santa Fe, gave similar testimony from the point of view of an individual railroad. A number of other car service officials were present, but were not called upon to testify.

## Chance for Agricultural Improvement This Year

Agriculture enters the new season with an outlook at least as good as a year ago, says the Department of Agriculture in its February 1 report on the farm situation.

"If effective readjustment is made in acreage of cotton and certain other cash crops, and if the growing season proves fairly normal, it is possible for conditions to improve materially," the department declares. The report says that unless there is a drastic cut in cotton acreage, or a near crop failure, cotton supplies "will indeed be heavy next fall." The difficulty of substituting alternative crops for cotton "is recognized," by the department, "but there seems to be general agreement that the South would profit by curtailing cotton acreage, even up to 30 per cent reduction."

The report points out that with about 41,000,000 acres of winter wheat in the ground, which is 5 per cent more than a year ago, "any substantial increase in spring wheat acreage would be apt to put all hard wheat on an export basis next fall." A strong probability that farmers will plant an excessive acreage of potatoes this spring is seen by the department. The last two years have produced short crops and high prices, and reports to the department indicate that farmers intend to increase potato acreage about 13 per cent.

"The outlook for livestock producers still appears favorable," says the report. "The Corn Belt pig crop last year was apparently not more than 1 per cent larger than in 1925; the probability is that market supplies of hogs this year will not exceed those of last year, and that prices during 1927 will be maintained near the 1926 level.

"The number of cattle and calves in the country is at the lowest point in many years, with a likelihood of fewer head marketed this year than last and a price level well sustained. The number of dairy cows has also declined slightly within the year, market demand continues good and feed is relatively cheap.

"Sheep producers have expanded their flocks considerably; lamb supplies for 1927 may be slightly larger than in 1926, but the market outlook for both lambs and wool appears fairly good. Poultry flocks have also been expanding, but the general outlook is still reasonably good for efficient producers."

The department's general index of purchasing power of farm products in terms of non-agricultural commodities remained at 80 during December, the five pre-war years being considered as 100. The disparity between average prices of farm products and the level of industrial wages and costs is greater than a year ago, due partly to the slump in cotton, grain and fruit prices.

# Equipment and Supplies

## Locomotives

GULF COAST LINES—See Missouri Pacific.

INTERNATIONAL-GREAT NORTHERN — See Missouri Pacific.

THE YOUNGSTOWN & NORTHERN is inquiring for two six-wheel switching locomotives.

THE BANGOR & AROOSTOOK has under consideration the question of buying some new passenger locomotives.

THE NEW ENGLAND FUEL & TRANSPORTATION COMPANY has ordered one eight-wheel switching locomotive from the American Locomotive Company. This locomotive will have 25 by 28-in. cylinders and a total weight in working order of 209,000 lb.

THE NEW ORLEANS GREAT NORTHERN has ordered three Mountain type locomotives from the American Locomotive Company. These locomotives will have 24 by 28-in. cylinders and a total weight in working order of 273,000 lb. This company was reported as inquiring for two or three of each type of consolidation and Mikado type locomotives in the *Railway Age* of December 18.

THE BOSTON & MAINE is planning within a few months to add to its fast freight service 26 new locomotives—25 steam locomotives and one direct-drive Diesel locomotive. The railroad will obtain from the Fried Krupp Works at Essen, Germany, as a trial locomotive, the first direct-drive Diesel locomotive to be operated in this country. It will be of from 1,300 to 1,450 hp., will have a tractive force of 50,000 lb. and a total weight of about 314,000 lb.

THE MISSOURI PACIFIC has ordered 5 Mountain type and 15 eight-wheel switching locomotives for the Missouri Pacific; 6 Pacific type and 5 eight-wheel switching type locomotives for the Gulf Coast Lines, and 5 eight-wheel switching locomotives for the International-Great Northern from the American Locomotive Company. The Mountain type locomotives will have 27 by 30-in. cylinders and a total weight in working order of 381,000 lb., the switching locomotives 25 by 28-in. cylinders and a total weight in working order of 231,000 lb., the Pacific type 27 by 28-in. cylinders and a total weight in working order of 294,000 lb. Inquiry for this equipment was reported in the *Railway Age* of December 4.

## Freight Cars

NORFOLK & WESTERN is inquiring for 50 30-cubic-yard air dump cars.

THE BANGOR & AROOSTOOK contemplates building 100 cars in its own shops.

UNION CARBIDE COMPANY is inquiring for two flat cars, 30 tons' capacity.

THE ATCHISON, TOPEKA & SANTA FE is inquiring for 50 Enterprise ballast cars.

THE SOUTHERN PACIFIC is inquiring for 200 tank cars and 1,000 general service cars.

THE OLIVER IRON MINING COMPANY contemplates buying 55 ore cars of 70 tons' capacity.

THE GREAT NORTHERN has ordered 25 tank cars from the General American Tank Car Corporation.

THE ATCHISON, TOPEKA & SANTA FE has ordered 150 sulphur cars from the American Car & Foundry Company. Inquiry for this equipment was reported in the *Railway Age* of December 11.

UNION REFRIGERATOR TRANSIT COMPANY has ordered 500 refrigerator cars from the American Car & Foundry Company. This is in addition to its previous order placed with same builder for 500 cars and reported in the *Railway Age* January 22.

THE CHICAGO, BURLINGTON & QUINCY has ordered 500 box cars from the Pullman Car & Manufacturing Corporation, and 500 from the Pressed Steel Car Company. Inquiry for this equipment was reported in the *Railway Age* of January 29.

## Passenger Cars

THE CHICAGO, BURLINGTON & QUINCY is inquiring for 11 gasoline-electric motor cars.

THE ATCHISON, TOPEKA & SANTA FE has ordered 10 baggage cars from the Pullman Car & Manufacturing Corporation. Inquiry for this equipment was reported in the *Railway Age* of December 11.

THE CHICAGO, MILWAUKEE & ST. PAUL has placed an order with the Standard Steel Car Company, Chicago, for five passenger-baggage motor car bodies 72 ft. long with approximately 19 ft. baggage space and seats for 44 passengers. These cars will be equipped with the Electro-Motive Company's Model 120-275 hp. gas-electric power plants as reported in the *Railway Age* of January 22.

THE MISSOURI PACIFIC has ordered 4 chair cars and 2 baggage cars for the International-Great Northern; 6 chair cars and 4 baggage cars for the Gulf Coast Lines and 10 baggage cars for the Missouri Pacific, from the American Car & Foundry Company; 5 dining cars, 10 coaches and 3 combination cafe-club cars for the Missouri Pacific and 2 dining cars and 6 coaches for the International-Great Northern from the Pullman Car & Manufacturing Corporation; 10 combination baggage and passenger cars and 6 combination mail and baggage cars for the Missouri Pacific, and 2 combination mail and baggage cars for the Gulf Coast Lines from the St. Louis Car Company. Inquiry for this equipment was reported in the *Railway Age* of December 4.

## Machinery and Tools

THE NORTHERN PACIFIC is inquiring for one 42-in. lathe.

THE LEHIGH VALLEY has ordered two 5-ft. radial drills from Manning, Maxwell & Moore, Inc.

THE DELAWARE, LACKAWANNA & WESTERN has ordered two 25-ton cranes from the Shaw Crane Works.

THE NEW YORK CENTRAL has ordered four 20-in. geared head engine lathes from Manning, Maxwell & Moore, Inc.

THE NEW YORK, CHICAGO & ST. LOUIS has ordered a 90-in. Putnam wheel lathe from Manning, Maxwell & Moore, Inc.

THE GULF, MOBILE & NORTHERN has ordered one 15-ton locomotive crane from the American Hoist & Derrick Company.

THE NEW YORK CENTRAL has ordered a 20-ton electric traveling gantry crane from the McMyler Interstate Company.

THE NEW YORK, NEW HAVEN & HARTFORD has ordered two 32-in. heavy duty shapers from Manning, Maxwell & Moore, Inc.

THE MAINE CENTRAL has ordered one grinding machine for air compressor, locomotive and reverse gear cylinder grinding, from the Micro Machine Company.

THE BUFFALO, ROCHESTER & PITTSBURGH has ordered one 6-ft. multi-duty radial drill, one 300-600 ton wheel press, one 32-in. shaper, one 24-in. shaper, four 18-in. engine lathes and one 3¼-in. universal turret lathe, from Manning, Maxwell & Moore, Inc.

## Iron and Steel

THE CHICAGO & ALTON has ordered 200 tons of structural steel for bridge work from the American Bridge Company.

THE CHICAGO, ROCK ISLAND & PACIFIC has ordered 23,000 tons of rails from the Illinois Steel Company and 3,000 tons from the Inland Steel Company.

THE SOUTHERN PACIFIC has ordered 29,500 tons of rail from the Colorado Fuel & Iron Company, 10,000 tons from the Tennessee Coal, Iron & Railroad Company and 3,000 tons from the Bethlehem Steel Company.

## Signaling

THE PENNSYLVANIA has ordered from the Union Switch & Signal Company, an electro-mechanical interlocking for Mingo Junction, Pa., 28 working levers; 17 electric and 11 mechanical. Also, for Dennison, Ohio, a similar machine with 26 working levers; 12 electric and 14 mechanical.

# *Supply Trade*

**Simeon Hodgin,** who has been elected vice-president of the **Hayes Track Appliance Company,** Richmond, Ind., was born in Richmond and graduated from Purdue University in 1899. He entered railway service in June of the same year

Simeon Hodgin

as an assistant in an engineering corps of the Pennsylvania at Pittsburgh, Pa., remaining in that capacity until January, 1903, when he was appointed assistant engineer. In July, 1908, he was promoted to division engineer, with headquarters at Cambridge, Ohio, which position he held until January, 1913, when he was transferred to Richmond, Ind., where he remained until his recent election as vice-president of the Hayes Track Appliance Company.

**The Pullman Company** will be reorganized through the formation of a holding company to take over the **Pullman Company** and the **Pullman Car & Manufacturing Corporation;** stocks to be exchanged on a basis of two and one-half shares of new stock for one share of old. At a meeting of the board of directors on January 31 a committee was appointed to carry out a plan for the reorganization.

**The Railway Steel Spring Company,** New York, closed its office in Norfolk, Va., on February 1. The business of this district will hereafter be handled by **Ross Anderson,** district sales manager for the American Locomotive Company, at Richmond, Va. Mr. Anderson will take over the Spring Company's business which for many years had been handled by H. C. Macklin, at Norfolk, Va. The business of the combined companies will be handled from Mr. Anderson's present address in Richmond, Va.

**Edwin H. Peirce,** Worcester, Mass., has been elected vice-president and general manager of the **Niles Tool Works Company,** Hamilton, Ohio, and will be the assistant to James K. Cullen, president of the company. The Niles Tool Works Company is a division of the **Niles-Bement-Pond Company.** Mr. Peirce graduated from Harvard University in 1904. For the past nineteen years he has been active in the American Steel & Wire Company of the United States Steel Corporation, having served about six years as superintendent of the New Haven works of the American Steel & Wire Company and for the past two years as superintendent of its South Works, Worcester, Mass.

**Cary D. Terrell,** who has been elected vice-president of the **American Car & Foundry Company,** with headquarters at Chicago, graduated from the engineering department of the University of Michigan and then completed a special apprenticeship course in the Burnside shops of the Illinois Central, Chicago. He later served as associate editor of the Railway and Engineering Review, Chicago. Mr. Terrell was then engaged in special work in the mechanical department of the Atchison, Topeka & Santa Fe, Coast Lines, and subsequently served in the sales department of the Pressed Steel Car Company at Pitts-

C. D. Terrell

burgh, Pa., at New York City and at St. Louis, Mo. In 1910 he entered the sales department of the American Car & Foundry Company at St. Louis, and was transferred later to Washington and then to Chicago. Mr. Terrell was appointed assistant vice-president in the Chicago office in October, 1922, and was placed in charge of sales, Chicago district, in November, 1925, serving in that position until his election as vice-president, as above noted.

**John T. Carroll,** who resigned as general superintendent motive power and equipment of the Baltimore & Ohio to enter the railway supply business, was born on June 12, 1879, at Cassandaga, N. Y. He was educated at Purdue University, and in September, 1891, entered the service of the Brooks Locomotive Works as draftsman, remaining there until January, 1896. He was then, until the following April, draftsman on the Erie, at Susquehanna, Pa., and later served as draftsman on the Chicago, Rock Island & Pacific until October, 1897. He then went as draftsman with the Chicago & North Western and from September, 1898, to June, 1899, was a student at Purdue University, after which he returned as a draftsman to the Chicago & North Western. From August, 1899, to December, 1904, he was mechanical engineer on the New York,

J. T. Carroll

Chicago & St. Louis and then until April, 1906, he served as chief draftsman on the Lake Shore & Michigan Southern. He subsequently served for a short time as assistant general foreman and from May, 1906, to January, 1907, as general foreman, then for one year as assistant superintendent of shops. From January to November, 1908, he was assistant master mechanic, and then until May, 1910, master mechanic of the same road. Mr. Carroll served from May, 1910, to February, 1912, as superintendent motive power of the Baltimore & Ohio, then to June, 1918, as assistant general superintendent motive power on the same road. From June to December, 1918, he was mechanical assistant to the regional director, Allegheny Region, United States Railroad Administration and on the latter date returned to the Baltimore & Ohio serving as general superintendent motive power and since June, 1925, as general superintendent motive power and equipment until his resignation.

## General Railway Signal Company

The annual report of the General Railway Signal Company for the fiscal year ended December 31, 1926, shows net profit after interest charges, allowance for state and federal taxes, etc., of $3,927,796, equivalent after allowances for the 6 per cent preferred dividends to $11.61 a share on the no-par-value common stock. Net income in 1925 was $1,789,770 or $5.05 a share. In his remarks to stockholders W. W. Salmon, president and general manager, says in part:

"Until 1924 your company's business with railways consisted almost wholly of the furnishing of new automatic electric block and interlocking systems and the apparatus required for their repair and renewal. In 1924 automatic train control devices first came to form an important part of your company's operations. In 1925 license was

secured under the Hannauer car retarder patents for the better and cheaper control of car movements in large classification yards and contracts were made in that year for the first commercial installations under these patents.

"Partly due to increased purchases of your old-line products,—automatic electric block and interlocking,—and partly to purchases of your new-line products,—automatic train control and car retarders,—your company's railway business has expanded greatly since 1923, such business done in 1924 having been 1.44 times that of 1923; in 1925, 1.85 times; and in 1926, 3.21 times. Of this railway business completed in 1926, 37.3 per cent was for new installations of automatic train control and car retarders and 62.7 per cent for new installations of automatic block and interlocking and for repairs and renewals.

"Your old-line products have come to be regarded by railways as necessary to the safe, efficient and economic operations of trains as may be judged from the facts that in 1926 your company received orders from 33 important railways for 47 new interlocking plants, having a total of 2,046 levers and for new automatic block signal installations on 1,514 miles of line requiring 2,661 automatic block signals; and that it has received since January 1, 1927, orders for equipping 647 miles of line with automatic block, requiring 1,289 block signals.

"The automatic train control systems supplied by your company are functioning to the satisfaction of the railways as is strongly indicated by the fact that over and above the orders placed with your company in 1926 for the equipment of 24 complete engine divisions as required by the Interstate Commerce Commission, orders were received by your company in 1926 for equipment of 8 additional complete engine divisions and to date in 1927 for 6 additional complete engine divisions, no one of the railways placing these orders yet being required by the Interstate Commerce Commission to equip any one of these 14 divisions with automatic train control.

"The car retarder systems placed in service early in 1926 at the South Markham (Chicago) and East St. Louis yards of the Illinois Central, as well as those subsequently installed by the New York Central Lines at their Blue Island (Chicago) yards and by the New York, New Haven & Hartford at its Hartford yards, are all working well and demonstrating their great economic value. It is confidently expected that a large amount of business will be secured in this new field at an early date.

"The old-line devices first installed by your company are beginning to need renewal parts, or replacement with more modern apparatus. The growth in demand for these renewals and replacements has rapidly increased in the past few years, your orders therefor being in 1922, 1.61 times greater than in 1921; in 1923, 2.35 times; in 1924, 2.70 times; in 1925, 3.74 times; and in 1926, 5.61 times greater. This demand seems certain to increase steadily over a period of many years and soon to become much the largest part of your entire business.

"The value of unfilled orders now on hand is greater than at any similar period in the company's history. The business secured in January, 1927, greatly exceeds that taken in January, 1926, and prospects for large additional business are excellent."

Condensed income statement follows:

| | | |
|---|---|---|
| Gross operating income | | $5,647,083 |
| Selling administrative and general expenses | | 1,092,807 |
| | | $4,554,276 |
| Deduct: | | |
| Interest paid, amortization, bad debts and miscellaneous charges | $218,404 | |
| Less interest received, discounts and miscellaneous income | 66,925 | |
| | $151,479 | |
| Net income before taxes | | $4,402,797 |
| Deduct federal and state taxes after adjustments due to losses charged to surplus (estimated) | | 475,000 |
| Net income | | $3,927,797 |

## Obituary

**James G. Bateman,** assistant manager of sales of the National Tube Company, at New York, and vice-president of the Engineers' Club, died on February 2 of pneumonia at the Engineers' Club, where he lived. Mr. Bateman was born at Easton, Md., 49 years ago. He served consecutively with the Erie, The Symington Company and for a short time with the Delaware & Hudson, at Albany, previous to 1907, and since that time had been associated with the National Tube Company.

# *Construction*

ATCHISON, TOPEKA & SANTA FE.—Plans have been prepared for the construction of a locomotive repair shop, blacksmith shop, storehouse, office building and trackage facilities at Phoenix, Ariz.

BOSTON & MAINE.—The New York Public Service Commission has ordered the elimination of the grade crossing of this company's line with Main street, Hoosick, N. Y.

CANADIAN PACIFIC.—A contract has been let to J. H. Simmons, Winnipeg, Man., for the construction of a 40-ton mechanical coaling station, an enclosed water tank and a 30-ft. single track cinder pit at Kimberley, B. C.

CENTRAL VERMONT.—A contract has been awarded to the Roberts & Schaefer Company, Chicago, for the installation of electric hoisting machinery at the coaling station at Burlington, Vt.

CHICAGO, MILWAUKEE & ST. PAUL.—The Federal Court at Chicago has authorized the expenditure of $275,000 for improvements at the Gallatin Gateway entrance to Yellowstone Park. The improvements include the construction of a combined hotel and station, to cost $200,000, at Salesville, Mont., now known as Gallatin Gateway, and rehabilitation of the line from Three Forks, Mont., to Gallatin Gateway to eliminate travel by motor coach between these points, to cost $75,000. Construction will be completed by June 1.

DENVER & RIO GRANDE WESTERN.—This company has let a contract to the Roberts & Schaefer Company, Chicago, for the construction of "N & W" type two-track electric cinder pits at Minturn, Colo., and Grand Junction and Salt Lake City, Utah, at a total cost of $40,000.

NEW YORK CENTRAL.—A contract has been awarded to James Stewart & Co., Inc., New York City, in connection with the widening of roadways of Park avenue from the center line of Forty-sixth street to the center line of Fifty-seventh street, New York, at an approximate cost of $1,500,000. A contract has also been awarded to H. H. Sherwin & Co., Inc., New York City, for the construction of stock pens at West Forty-first street, New York, including the remodeling and restoring of a portion of the present building, at a probable cost of $300,000.

SOUTHERN PACIFIC.—A contract has been awarded to Currie & Dulgar for the construction of a reinforced concrete warehouse at Bakersfield, Cal., at a cost of about $41,000. The total expenditure for improvements at this point will approximate $187,000.

UNION PACIFIC.—The construction of a passenger station at Gering, Neb., has been authorized.

WABASH.—Plans are being prepared for the construction of a grain elevator, 65 ft. by 300 ft., at North Kansas City, Mo., which with conveying, hoisting and screening machinery is expected to cost about $500,000.

# *Railway Finance*

CHICAGO & NORTH WESTERN.—*Bonds.*—The Interstate Commerce Commission has granted this company authority to procure the authentication and delivery of $1,375,000 general mortgage 4½ per cent bonds of 1987, to be held by it until the further order of the commission.

CHICAGO GREAT WESTERN.—1926 *Earnings.*—A preliminary statement of 1926 earnings shows net income after interest and other fixed charges of $901,406, equivalent to $1.92 a share on the preferred stock. Net income in 1925 was $628,920 or $1.33 a share on this issue.

CHICAGO GREAT WESTERN.—*Notes.*—The Interstate Commerce Commission has approved the issuance of 40 promissory notes for various amounts aggregating $2,387,609, payable to the Pullman Car & Manufacturing Corporation, to be delivered in payment for the purchase of 500 freight cars having a total approximate value of $1,103,770. At the same time it will also take up unmatured notes $978,242. The new notes will be non-interest bearing but interest on the deferred payments of the purchase price will be included in their face amounts and the notes will bear interest at 5½ per cent after maturity.

CHICAGO, MILWAUKEE & ST. PAUL.—1926 *Earnings.*—Preliminary income account shows a deficit after interest and other fixed charges in 1926 of $2,447,076.

CHICAGO, ROCK ISLAND & PACIFIC.—*Initial Dividend on Common Stock.*—Directors on Wednesday declared an initial quarterly dividend of $1.25 on the common stock thereby placing that issue on a 5 per cent annual dividend basis. A statement issued by Charles Hayden, chairman of the board, follows in part:

The balance of income for 1926, after payment of full dividends on both classes of the preferred stocks, is estimated at approximately $7,948,000, or about $10.62 per share on the common stock. This figure does not include the profit on the sale of the Cotton Belt holdings, amounting to $3.31 a share, which is an additional credit to surplus. With that profit included, the surplus at the end of the year was approximately $30,100,000, or about $40.21 a share on the common. In addition to the surplus, there is a reserve for depreciation of equipment of about $27,500,000.

The property is in excellent physical condition. Since the reorganization in 1917, when it was returned to the stockholders without any foreclosure, more than $44,000,000 has gone into improvements and $32,000,000 into new equipment.

From the standpoint of Federal valuation, the situation of the Rock Island is very good. The

final valuation has not been issued, but the tentative figures put out by the Interstate Commerce Commission as of 1915, plus the expenditures made on the property since that date, produce a valuation, even at the low prices then prevailing for labor and material, of about $160 per share for the common stock. The capitalization of the Rock Island is comparatively low, the bonded debt being less than $36,000 per mile and the capital stock about $17,000. The total is less than $53,000 per mile of the road owned.

DELAWARE, LACKAWANNA & WESTERN—*Tentative Valuation Proceedings* — The hearing on this company's protest against the tentative valuation of its property made by the Interstate Commerce Commission was assigned for January 31, before Examiners Marchand and Faris, but the company elected to follow the plan of having a conference with representatives of the Bureau of Valuation on the engineering, land and accounting reports instead of submitting testimony. If necessary a hearing will be held following the conference. The commission has denied a motion filed by the company for a revision of the tentative valuation and Examiner Marchand denied a motion that the report be withdrawn.

ERIE. — 1926 *Earnings.* — Preliminary earnings statement for 1926 shows net income after interest and other fixed charges but before allowance for sinking fund of $10,113,393 equivalent after allowance for 4 per cent dividends on the first and second preferred stock to $6.71 a share on the common stock. Net income in 1925 was $6,729,306 or $3.71 a share.

ERIE—*Six Months' Guaranty*—The Interstate Commerce Commission has issued a certificate to the Treasury stating the amount of the guaranty for the six months' period following the termination of federal control in 1920 for this company and affiliated lines as finally ascertained at $17,630,947.87. As an aggregate amount of $15,740,000 had been previously certified for payment as advances and $1,541,500 as partial payments, the amount certified to be paid in final settlement is $349,477.87, for the Erie, the Chicago & Erie, the New York, Susquehanna & Western and the Wilkes-Barre & Eastern. The Erie and the other lines had filed claims aggregating over $23,000,000, but many adjustments were made by the commission, including deductions on account of maintenance expenditures.

FORDYCE & PRINCETON.—*Abandonment.*—The Interstate Commerce Commission has issued a certificate authorizing this company to abandon five miles of line extending from Trigg in a southwesterly direction in Dallas and Cleveland Counties, Ark.

GRAND RAPIDS & INDIANA.—*Abandonment.*—The Interstate Commerce Commission has issued a certificate authorizing this company and the Pennsylvania, lessee, to abandon its branch line from Round Lake Junction, Mich., to Jennings, 3.07 miles, but has refused to permit the abandonment of that portion of the Missaukee branch from Veneer Junction, Mich., to Michelson, 16.34 miles.

GREAT NORTHERN-NORTHERN PACIFIC.—*Opposition to Merger.*—H. E. Byram, receiver of the Chicago, Milwaukee & St. Paul, is quoted as having said that the consolidation of the Great Northern, the Northern Pacific and the Spokane, Portland & Seattle would disturb the entire transportation equilibrium of the Northwest. He explained that in the tentative consolidation plan devised for the Interstate Commerce Commission by Professor W. Z. Ripley of Harvard, the St. Paul was linked with the Great Northern and the Northern Pacific with the Burlington, and added: "It seems that the St. Paul is left in the same predicament as the bride who had planned her marriage, only to be left at the altar." Whether actual opposition to the merger on the part of the St. Paul interests was in contemplation was not stated.

HOCKING VALLEY.—*Notes.*—This company has applied to the Interstate Commerce Commission for authority to issue and sell $5,000,000 of six months secured notes of 4½ per cent and to pledge $6,500,000 of general mortgage monds as security. The proceeds are to be used in part to retire an issue of 5 per cent notes due March 1.

INTERNATIONAL GREAT NORTHERN.—1926 *Earnings.*—A preliminary statement of 1926 earnings shows net income after interest and other fixed charges of $1,364,387, equivalent to 8.02 per cent on the 6 per adjustment mortgage bonds. Net income in 1925 was $1,127,489 or 6.33 per cent on the adjustment bonds.

MISSOURI-KANSAS-TEXAS. — 1926 *Earnings.*—A preliminary statement of 1926 earnings shows net income after interest and other fixed charges, including interest on the adjustment bonds of $6,357,467, equivalent after allowance for 7 per cent dividends on the preferred stock to $5.33 a share on the no-par-value common stock. Net income in 1925 was $6,117,618 or $5.33 a share.

MISSOURI PACIFIC.—1926 *Earnings.*—A preliminary earnings statement for 1926 shows net corporate income after interest and other fixed charges of $8,631,667, equivalent to $12.02 a share on the cumulative 5 per cent preferred stock as compared with $7,648,208 or $10.65 a share on the preferred stock in 1925. The Missouri Pacific has never paid any dividends on its preferred stock but after allowance for the 5 per cent cumulative dividends on this stock, the 1926 net income would equal $6.08 a share on the common stock as compared with $4.89 in 1925.

MISSOURI PACIFIC. — *Bonds.* — Kuhn, Loeb & Co. announced on February 1 an offering of $95,000,000 issue of 5 per cent first and refunding mortgage bonds, Series F. The purpose of the issue is explained by the bankers as follows:

"The purpose of this issue is to provide the company with the necessary funds.

"(1) for the redemption of its outstanding $49,101,500 principal amount first and refunding mortgage 5 per cent bonds, for the redemption of $8,229,760 of its 6 per cent notes issued to the United States government and for the payment of its $12,000,000 5 per cent secured notes maturing on July 1, 1927, a total of $69,331,260 principal amount of obligations to be refunded; and

"(2) to reimburse the treasury of the company for capital expenditures heretofore made, to provide for the company's improvement program for 1927, including the purchase of equipment, and for other corporate purposes.

"Of said first and refunding mortgage 6 per cent bonds $25,600,000 series E will be called for redemption on May 1, 1927, and $24,101,500 series D on August 1, 1927. By the refunding of its outstanding 6 per cent bonds and notes by the issuance of 5 per cent bonds, the company will materially reduce its annual interest charges.

BONDS SECURED BY LIEN

"The first and refunding mortgage bonds are secured by a first lien on 3,383 miles of railroad of the company, together with valuable terminal properties, depots and bridges, and, subject to $125,175,500 principal amount of prior liens on various parts of the system, for the retirement of which first and refunding mortgage bonds are reserved, on the remaining 3,351 miles of the directly owned lines of the company and the appurtenances thereof, a total of 6,734 miles of railroad. They are addition secured, subject to certain of said prior liens and in respect to part of the equipment subject also to outstanding equipment trust certificates, by lien on all equipment owned by the company, which, on December 31, 1926 (including new equipment costing approximately $9,200,000 to be acquired out of the proceeds of these bonds) had a depreciated book value of $77,221,148 over outstanding equipment trust certificates and on $23,703,000 par value of preferred stock of the Texas & Pacific on which dividends at the rate of 5 per cent per annum are being paid.

"After giving effect to this financing there will be outstanding in the hands of the public $1,2-840,000 principal amount of first and refunding mortgage 5 per cent bonds, being at the rate of $33,355 per mile on the 3,383 miles of railroad on which the bonds are a first lien. The aggregate of the prior liens and the first and refunding mortgage bonds outstanding will be $238,-916,000 principal amount, or at the rate of $35,345 per mile on the 6,734 miles of railroad subject to the mortgage, without making any allowance for the other valuable property on which they are a lien."

The bonds of this series will be redeemable at the option of the company, as a whole or in part, on ninety days' notice between March 1, 1932, and March 1, 1972, at 105 and interest, and thereafter at their principal amount and interest, plus a premium of ½ per cent for each six months between the redemption date and the date of maturity. The bonds are due on March 1, 1977.

This is said to be the largest piece of railroad financing on record with the exception of the $230,000,000 6½ per cent Burlington refunding issue of the Great Northern and the Northern Pacific in 1921.

NEW YORK CENTRAL.—*New Director.*—William Cooper Proctor, president of the Procter & Gamble Company, has been elected a director succeeding Frank J. Jerome, retired. The annual meeting of the company held at Albany on February 1 also approved a lease jointly with the Chesapeake & Ohio of the Nicholas, Fayette & Greenbriar, to be built between Swiss, W. Va., and Nallen.

TEXAS & PACIFIC.—1926 *Earnings.*—A preliminary statement of 1926 earnings shows net income after interest and other fixed charges of $3,927,341, equivalent after allowance for 5 per cent dividends on the preferred stock to $7.07 a share on the common stock. Net income in 1925 was $3,821,555 or $6.80 a share.

VIRGINIAN TERMINAL. — *Bonds.* — The Interstate Commerce Commission has approved an issue of $84,000 first mortgage 5 per cent 50-year bonds to be delivered to the Virginian in reimbursement of advances.

WESTERN MARYLAND.—*Operating Results and Control.*—See article on another page of this issue entitled "Western Maryland." The Wall Street Journal of Feb. ruary 2 contained an item reading as follows:

"A transaction has been consummated, whereby the Rockefeller interests have sold a large portion of their entire holdings of Western Maryland Railway stocks, it is learned from a reliable source. Purchase was made in the interest of another railroad, with the apparent idea of an eventual consolidation. The railroad in question is

not disclosed, although it was not the New York Central, frequently mentioned as a possible purchaser of the Western Maryland."

WESTERN PACIFIC.—1926 *Earnings.*—A preliminary statement of 1926 earnings shows net income after interest and other fixed charges of $2,470,262, equivalent after allowance for 6 per cent dividends on the preferred stock to $1.72 a share on the common stock. Net income in 1925 was $2,451,067 or $1.68 a share.

WABASH.—1926 *Earnings.*—A preliminary statement of the 1926 earnings shows net income after interest and other fixed charges of $8,217,487, equivalent to $5.95 a share on the combined 5 per cent profit-sharing preferred A stock and common stock after allowing for 5 per cent dividend requirements on the preferred B stock. Net income in 1925 was $7,946,438 or $5.75 a share on the combined preferred A and common stock.

WHEELING & LAKE ERIE.—*Loree Denies Purchases of Stock.*—Commissioner B. H. Meyer of the Interstate Commerce Commission has received a letter from L. F. Loree, president of the Delaware & Hudson, stating that neither the Delaware & Hudson, himself nor his associates have been purchasers of Wheeling & Lake Erie stock or have any commitments relating to it.

## Average Price of Stocks and Bonds

| | Feb. 1 | Last week | Last year |
|---|---|---|---|
| Average price of 20 representative railway stocks | 102.77 | 101.75 | 95.38 |
| Average price of 20 representative railway bonds | 98.16 | 98.13 | 95.05 |

## Dividends Declared

Delaware & Hudson.—$2.25, quarterly, payable March 21 to holders of record February 26.

Green Bay & Western.—5 per cent, annually, payable February 7 to holders of record February 4.

Lehigh Coal & Navigation.—2 per cent, quarterly, ½ per cent, extra, both payable February 28 to holders of record January 31.

New Orleans, Texas & Mexico.—1¾ per cent, quarterly, payable March 1 to holders of record February 15.

New York, Chicago & St. Louis.—Common, 2¼ per cent, quarterly; preferred, 1¼ per cent, quarterly, both payable April 1 to holders of record February 15.

Norfolk & Western.—Common, $2, quarterly, payable March 19 to holders of record February 28.

Pennsylvania Railroad.—1¼ per cent, quarterly, payable February 28 to holders of record February 1.

## Valuation Reports

Final or tentative valuation reports have been issued by the Interstate Commerce Commission stating the final value for rate-making purposes of the property owned and used for common-carrier purposes, as of the respective valuation dates, as follows:

| | | |
|---|---|---|
| **FINAL REPORTS** | | |
| Tennessee | $1,006,865 | 1918 |
| La Crosse & Southeastern | 643,000 | 1917 |
| Tucson, Cornelia & Gila Bend | 764,700 | 1917 |
| Marianna & Blountstown | 148,495 | 1917 |
| Kane & Elk | 160,000 | 1918 |
| Joplin Union Depot Co. | 560,000 | 1914 |
| Cliffside | 173,872 | 1918 |
| Lexington Terminal | 28,600 | 1916 |
| **TENTATIVE REPORTS** | | |
| Chatham Terminal Company | $35,000 | 1919 |
| Natchez & Louisiana Railway Transfer Company | 48,560 | 1918 |
| Texas City Terminal owned | 3,942 | 1917 |
| used | $2,100,000 | |

# *Railway Officers*

## Executive

**Lawrence Richardson** has been appointed assistant to the president of the Boston & Maine, with headquarters at East Cambridge, Mass.

**O. M. Sewell,** assistant to vice-president of the Oklahoma-Southwestern, the Miami Mineral Belt and the Oklahoma Union, has been elected vice-president, with headquarters at Tulsa, Okla.

**William R. Lence,** who has been appointed executive general agent of the Texas & Pacific, with headquarters at Dallas, Tex., was born on December 31, 1871, in Illinois and entered railway service in September, 1887, on the Mobile & Ohio. In November, 1890, he became connected with the Missouri Pacific, serving for 24 years as agent at Pueblo, Colo., Kansas City, Mo., Memphis, Tenn., and at other points. Mr. Lence left railroad service on October 1, 1914, to become associated with W. T. Kemper, president of the Kansas City, Mexico & Orient, first as president of

William R. Lence

the Oklahoma State Bank, Enid, Okla., and later as assistant to the president of the K. C., M. & O. He remained in the latter position until his appointment as executive general agent of the T. & P.

**Alexander C. Shand,** who has been appointed assistant to the vice-president of the Pennsylvania, with headquarters at Philadelphia, Pa., was born on July 1, 1858, at Lesmahagow, Lanarkshire, Scotland, and was educated at Anderson University, Glasgow. He entered railway service in 1879 in connection with location and construction work on the Pennsylvania at Connellsville, Pa. Until 1881 he was in charge of construction of the Torrens shops, and from February, 1882, until August, 1884, was assistant supervisor and engineer in charge of location and construction of branches on the Southwest Pennsylvania (now a part of the Pennsylvania). From the latter date until 1889, he was

A. C. Shand

supervisor of the Altoona yard, and then became assistant engineer maintenance of way at Altoona, which position he held until August 1, 1900. Mr. Shand then became principal assistant engineer of the Pennsylvania Railroad and in January, 1901, was appointed superintendent of the Altoona division, which position he occupied until June 1, 1903, when he was appointed engineer maintenance of way. From April 1, 1905, until March 1, 1906, he was assistant chief engineer, and from March 1, 1906, until March 1, 1920, was chief engineer of the lines East of Pittsburgh and Erie. All this service was with the Pennsylvania Railroad. On March 1, 1920, he became chief engineer of the Pennsylvania System, at Philadelphia, which position he was holding at the time of his recent appointment as assistant to the vice-president. Mr. Shand will assist in working out the engineering problems involved in the construction of the Pennsylvania's new Philadelphia passenger station, the construction of which is under the direction of Elisha Lee, vice-president.

**Robert J. Bowman,** who has been appointed assistant to the president of the Erie, with headquarters at New York, was born on April 15, 1891, at Fostoria, O., and attended high school at Fostoria and Findlay, O., during 1906 and 1907. He entered railway service on February 7, 1907, with the New York, Chicago & St. Louis, and was a freight clerk at Mortimer, O., learning telegraphy there, until October, 1910. He was agent, operator and relief agent until December, 1914, and was in the dispatcher's and superintendent's office at Ft. Wayne, Ind., until August, 1915. Mr. Bowman was chief clerk to the superintendent at Ft. Wayne until November 1, 1918, and was then transferred to the

general office at Cleveland, Ohio. He was chief clerk to the superintendent of freight transportation until December 26, 1918, and chief clerk in the general superintendent's office until March 1, 1920. He then became chief clerk to the president and remained in that capacity until January 1, 1927, when he left the Nickel Plate with President Bernet to go to the Erie in the same capacity. Mr. Bowman was appointed assistant to the president of the Erie, with headquarters at New York, on January 14.

**Carl Howe,** traffic manager of the Michigan Central, with headquarters at Chicago, has been appointed vice-president of the Erie in charge of solicitation of traffic, with the same headquarters, a newly created position. Mr. Howe was born on January 11, 1870, at Niles, Mich., and entered railway service on October 18, 1889, as a clerk in the local freight office of the Michigan Central at Michigan City, Ind. The next four years he spent in various clerkships on the Michigan Central, then being advanced to local agent at Chicago Heights, Ill., where he remained until September 1, 1894, when he was promoted to traveling freight agent, with headquarters at Chicago. On May 1, 1898, Mr. Howe became assistant chief clerk in the office of the general freight traffic manager and the following year he was promoted to chief clerk. He was again promoted to assistant general freight agent on July 1, 1900, and in January, 1907, he was

Carl Howe

appointed traffic manager of the Merchants' Despatch Transportation Company, with headquarters at New York. In November of the same year he was appointed manager of the New York Central Fast Freight Lines, an outgrowth of the merger of the Merchants' Despatch and various other fast freight lines operated over the New York Central, with headquarters at Chicago. Mr. Howe was promoted to traffic manager of the Michigan Central, with headquarters at Chicago on August 15, 1917, a position he held continuously until his appointment to vice-president of the Erie on February 1.

**James T. Wallis,** who has been promoted to assistant vice-president of operation of the Pennsylvania, with headquarters at Philadelphia, Pa., was born on June 11, 1868, at New Orleans, La., and was educated at the University of Louisiana, Georgetown College, and was graduated from Stevens Institute in 1891. He entered railway service on September 16, 1891, with the Pennsylvania, and from October 1, 1894, until May 1, 1896, he was machinist at West Philadelphia, Pa. From the latter date until April 1, 1899, he was assistant

J. T. Wallis

road foreman of engines on the Philadelphia, Baltimore & Washington (now a part of the Pennsylvania). Mr. Wallis then became assistant master mechanic of the New York division, and from May 1 to July 1, 1900, was assistant master mechanic in the machine shop at Altoona, Pa. He was appointed assistant engineer of motive power in the office of the general superintendent of motive power on July 1, 1900, which position he held until October 1, 1901, when he was promoted to assistant engineer of motive power of the Pennsylvania Railroad. From January 1, 1903, until April 1, 1906, he was master mechanic of the Baltimore division of the Northern Central (now a part of the Pennsylvania), and on the latter date was transferred in the same capacity to the Philadelphia Terminal division at West Philadelphia. On April 1, 1907, he became superintendent of motive power of the Erie division and the Northern Central, which position he held until May 1, 1911, when he became superintendent of the West Jersey & Seashore (now a part of the Pennsylvania). On January 1, 1912, Mr. Wallis was appointed general superintendent of motive power of the Pennsylvania Railroad, Lines East of Pittsburgh, and on March 1, 1920, was appointed chief of motive power of the Pennsylvania System, which position he was holding at the time of his recent promotion. In his new position he will have general supervision, from the motive power viewpoint, over the major engineering problems and studies incident to the company's growth and the expansion of its facilities, including the work now under way incident to the electrification of portions of the lines.

# Financial, Legal and Accounting

**Frank J. Moran,** special accountant of the Reading, has been appointed auditor of disbursements, with headquarters at Philadelphia, Pa., succeeding **H. R. McCormick,** retired.

**Edwin H. Burgess,** who has been appointed general solicitor of the Lehigh Valley, with headquarters at New York, was born on September 1, 1888, at Columbus, Kan., and was graduated from Pacific College, Ore., with the degree of A. B. in 1909, from Washington State College in 1910, with the degree of B. S., and from the law school of the University of Pennsylvania, with the degree of LL. B. in 1914. He entered railway service in June, 1914, with the Lehigh Valley as assistant to the general solicitor. In March, 1920, he became assistant general solicitor, which position he was holding at the time of his recent appointment as general solicitor. Mr. Burgess was principal of a high school in Sprague, Wash., in 1910 and 1911, and has been a lecturer in the law school of the University of Pennsylvania since 1924.

**W. C. Brister,** general claim agent and director of special police of the Reading, with headquarters at Philadelphia, Pa., retired on December 29, 1926, after 39 years of continuous service with the Reading. He was born in Middletown, Pa., on September 27, 1851. His early education was in the public schools of that community. Later he became a brakeman for the Pennsylvania. At the request of officials of the New York State Reformatory at Elmira, he resigned from that road to become overseer of that institute. After serving there a number of years, he left to become director of the Elmira Police Department. In 1887 he was appointed special officer for the Philadelphia & Reading (now the Reading) and a year later became head of the force. In October, 1890, he was given charge of the baggage and transfer department, and after a short time was appointed claim agent. Soon afterward Mr. Brister became director of the Reading's special police force and in 1919 was promoted to general claim agent.

# Operating

**J. R. Baker** has been appointed acting trainmaster of all districts of the Missouri division of the Missouri Pacific, with headquarters at Poplar Bluff, Mo.

**K. F. Emmanuel** has been appointed trainmaster of the Cairo division South of the Cleveland, Cincinnati, Chicago & St. Louis, with headquarters at Mt. Carmel, Ill., succeeding **R. J. Gray, Jr.,** promoted.

**T. G. Delph,** chief clerk to the superintendent of the Atlanta division of the Nashville, Chattanooga & St. Louis, with headquarters at Atlanta, Ga., has been appointed terminal trainmaster of the Atlanta Terminals.

**George K. Williams**, fuel agent and chief clerk to the president-general manager of the Atlanta & West Point and the Western Railway of Alabama, with headquarters at Atlanta, Ga., has been appointed assistant superintendent of transportation.

**D. M. Sheaffer**, who has been promoted to chief of passenger transportation of the Pennsylvania, with headquarters at Philadelphia, was born on September 20, 1885, at Pittsburgh, Pa., and attended the Osceola public school of Pittsburgh, the Bordentown, N. J., Military Institute and the University of

D. M. Sheaffer

Pennsylvania. He entered railway service on the Pennsylvania in June, 1908, as a clerk in the traffic department. In 1911 he was appointed tariff inspector of the passenger department and the following year became tourist agent. He was appointed district passenger solicitor in March, 1913, at Philadelphia, and on November 1, 1915, was transferred in the same capacity to New York. In January, 1917, Mr. Sheaffer was appointed express agent of the lines East of Pittsburgh and Erie, at Philadelphia. He became express traffic agent in 1920 and his jurisdiction was extended to cover mail traffic in 1923.

**O. W. Campbell**, superintendent of car service of the Missouri-Kansas-Texas Lines, with headquarters at Denison, Tex., has been appointed superintendent of transportation, with the same headquarters. **G. C. Byers** has been appointed superintendent of the McAlester district of the Missouri-Kansas-Texas Railroad, with headquarters at Muskogee, Okla.

## Traffic

**Charles E. Phelps**, city passenger agent of the Canadian Pacific, with headquarters at Washington, D. C., has been appointed general agent of the passenger department, covering rail, steamship and hotel activities of the company, with the same headquarters.

**E. G. Baker**, division passenger agent on the St. Louis-San Francisco, with headquarters at St. Louis, Mo., has been promoted to assistant general passenger agent, with headquarters at Kansas City, Mo. **A. P. Matthews**, division passenger agent, with headquarters at Memphis, Tenn., has been promoted to assistant general passenger agent at the same point.

**E. J. Hanson**, general agent of refrigerator service of the Union Pacific, with headquarters at Omaha, Neb., has been promoted to assistant to the freight traffic manager, with the same headquarters, and the position of general agent of the refrigerator service has been abolished. Mr. Hanson's duties will embrace the solicitation of freight traffic, including perishables. **H. E. Poulterer**, general agent in the freight department, with headquarters at Kansas City, Mo., has been promoted to assistant general freight agent, with headquarters at Omaha. **Julian Nance**, general agent at Dallas, Tex., has been appointed general agent in the freight department at Kansas City, succeeding Mr. Poulterer. Mr. Nance has been succeeded by **E. G. Koeneman**, traveling freight agent, with headquarters at Sioux City, Iowa.

**J. E. McGrath**, who has been appointed assistant freight traffic manager, lines East, of the New York, New Haven & Hartford, with headquarters at Boston, Mass., entered the service of the Old Colony on April 8, 1895, as a stenographer in the general freight department. Following the leasing of the Old Colony by the New York, New Haven & Hartford, Mr. McGrath was appointed traveling freight agent in September, 1902. He was promoted in 1906 to the position of commercial agent of the New Haven at Boston, having

J. E. McGrath

charge of solicitation and the direction of the various traveling freight agents. On March 1, 1920, he became assistant general freight agent at Boston. During the period of federal control he was in government service and served from January 28, 1918, until September 1, 1919, as assistant chief, Inland Traffic Service, having jurisdiction for the War Department in the movement and routing of government property within the territory assigned to him, covering in this work all of the New England States as well as Eastern Canada. He was holding the position of assistant general freight agent at the time of his recent appointment as assistant freight traffic manager of the lines East.

**Charles S. Edmonds**, who has been promoted to traffic manager of the Kansas, Oklahoma & Gulf and the Midland Valley, with headquarters at Muskogee, Okla., was born on January 13, 1889, at Cordon, Tex., and after taking a course in a business college began railway work on January 1, 1917, in the local station service of the Southern

Charles S. Edmonds

Pacific. He continued in this department of the Southern Pacific, the Missouri, Kansas & Texas, the Ft. Scott & Memphis (now operated by the St. Louis-San Francisco) and the Chicago, Rock Island & Pacific until July 23, 1913, when he entered the office of the auditor of the Midland Valley as chief revising clerk. On October 15, 1915, he was promoted to chief rate clerk in the traffic department, becoming chief clerk two years later. Mr. Edmonds was advanced to assistant general freight and passenger agent on March 1, 1920, and four months later he was promoted to general freight and passenger agent. On May 1, 1926, his jurisdiction was extended to cover the Kansas, Oklahoma & Gulf, which position he held at the time of his promotion to traffic manager of both railroads.

**T. E. LeSueur**, chief clerk in the general passanger office of the New York, Chicago & St. Louis, at Cleveland, Ohio, has been promoted to general passenger agent, with the same headquarters. **Charles E. Rose**, general passenger agent of the Clover Leaf district, with headquarters at Toledo, Ohio, has resigned to accept service with another company and the position has been abolished. **L. L. Hyde**, in addition to his duties as general freight agent at Indianapolis, Ind., will act as assistant general passenger agent. **C. A. Asterlin**, general western passenger agent, with headquarters at Chicago, has been appointed assistant general passenger agent with the same head-

quarters. **Frank O'Brien** has been appointed assistant general passenger agent at Cleveland. **R. C. Fiscus** has been appointed assistant general passenger agent with headquarters at St. Louis, Mo.

**O. T. Cull,** who has been promoted to general freight agent of the Chicago, Milwaukee & St. Paul, with headquarters at Chicago, entered railway service in 1903 as a messenger in the general freight office of the Milwaukee at Chicago. He was advanced successively to various positions in the freight traffic department, including those of chief clerk to the assistant freight traffic manager and chief clerk to the vice-president. In February, 1917, Mr. Cull was promoted to chief of the tariff bureau where he remained until March, 1920, when he was appointed division freight and passenger agent, with headquarters at Dubuque, Iowa. He returned to Chicago in April, 1922, upon his promotion to assistant general freight agent, handling matters pertaining to cases before the Interstate Commerce Commission and state railroad commissions, which position he held until his further promotion to general freight agent.

**John W. Bray,** who has been appointed general freight agent of the Southern, with headquarters at Atlanta, Ga., was born on February 12, 1879, at Washington, D. C., and was educated in high school. He entered railway service on December 16, 1898, with the Southern, and until February 1, 1912, service in various capacities in the office of the freight traffic manager at Washington, D. C. On the latter date he became commercial agent at Knoxville, Tenn., and on May 1, 1917, was appointed New England freight agent at Boston, Mass. Mr. Bray was appointed assistant to the chairman of the Southern Freight Traffic Committee on June 1, 1918, and on October 15 of the same year was appointed division freight agent at Macon, Ga. He was transferred in the same capacity to Greensboro, N. C., on March 1, 1920, and was promoted to assistant general freight agent at Atlanta, Ga., on March 16, 1921, which position he was holding at the time of his recent appointment as general freight agent.

## Mechanical

**A. W. Turner,** road foreman of engines of the Michigan Central at Jackson, Mich., has been appointed division master mechanic, with headquarters at Niles, Mich., succeeding **W. H. Corbett,** who has been relieved at his own request.

**W. G. Black,** until recently superintendent of motive power of the New York, Chicago & St. Louis, has been appointed mechanical assistant to the president of the Erie, with headquarters at Cleveland, Ohio. Mr. Black was born at Lima, Ohio, on April 19, 1877. His early education was received in the grammar schools and supplemented with a business education at Metropolitan Business College, Chicago. In 1893 Mr. Black entered the service of the Nickel Plate and served a machinist's apprenticeship at its Stony Island shops, Chicago. After completing his apprenticeship he entered Armour Institute, Chicago, in 1897 for the purpose of taking a post-graduate mechanical course, on completing which he entered the service of the Illinois Central at Burnside shops, Chicago, as a machinist, continuing in that capacity until 1900 at which time he left railroad service and was employed by the Illinois Steel Company at the South Chicago plant until 1903. On February 10, 1903, Mr. Black re-entered the service of the Nickel Plate as a machinist and was promoted to machine shop foreman July 1, 1903. On February 1, 1904, he was promoted to enginehouse foreman at Fort Wayne, Ind. On January 1, 1909, he was appointed master mechanic at Stony Island shops and served in

W. G. Black

that capacity until February 16, 1923, at which time he was appointed superintendent of motive power with jurisdiction over the Nickel Plate and Lake Erie and Western districts which position he occupied until the time of his present appointment.

## Engineering, Maintenance of Way and Signaling

**George I. Wright,** office engineer of the Chicago Terminal Improvements of the Illinois Central, with headquarters at Chicago, has been promoted to assistant electrical engineer at the same point, a newly created position.

**E. B. Temple,** who has been promoted to chief engineer of the Eastern region of the Pennsylvania, with headquarters at Philadelphia, Pa., was born on August 28, 1871, at Concordville, Delaware county, Pa., and was graduated from Swarthmore College in June, 1891. He entered railway service in 1891 as a rodman on the Pennsylvania, and until March, 1897, was on construction work with the same road. From March, 1897, until April, 1900, he was in the drafting department, and then served as assistant engineer in charge of the drafting department until January 1, 1905. He then became assistant to the chief engineer of the same road, which position he held until March 1, 1906, when he was promoted to assistant chief engineer. He held this position until June 1, 1918, and then

*Phillips*

E. B. Temple

served as engineering assistant to the regional director of the Allegheny region of the United States Railroad Administration until March 1, 1920. Mr. Temple then became assistant chief engineer of the Eastern region of the Pennsylvania System, which position he was holding at the time of his recent promotion.

**W. D. Wiggins,** who has been promoted to chief engineer of the Central region of the Pennsylvania, with headquarters at Pittsburgh, Pa., was grad-

W. D. Wiggins

uated from the Rose Polytechnic Institute in 1895. He entered the service of the Pennsylvania on the Logansport division, and occupied various positions in the engineering corps until July 1, 1899, when he was appointed assistant division engineer. For several years he was division engineer on various divisions of the lines West of Pittsburgh. Mr. Wiggins then served as superintendent of the Peoria division, as valuation engineer of the Pennsylvania, lines West of Pittsburgh, and as chief engineer maintenance-of-way of the Central region, which position he held until April 1, 1926, when he was

appointed assistant chief engineer. This position he was holding at the time of his recent promotion to chief engineer.

**George D. Eddy,** assistant engineer with the Presidents' Conference Committee on Federal Valuation of Railroads, western group, with headquarters at Chicago, has been appointed valuation engineer of the St. Louis-San Francisco, with headquarters at St. Louis, Mo.

**Albert M. Traugott,** assistant chief engineer of the Virginian, with headquarters at Norfolk, Va., has been appointed chief engineer, with the same headquarters, succeeding **H. Fernstrom,** who, having reached the age limit, is retiring from service. The position of assistant chief engineer has been abolished. Mr. Traugott was born on July 31, 1882, at Rochester, N. Y., and was educated at Purdue University and during his summer vacations worked as a chainman with the Buffalo, Rochester & Pittsburgh, and later as a rodman on the Delaware, Lackawanna & Western. In February, 1903, he entered the service of the Virginian and has served successively as rodman, draftsman, instrumentman, resident engineer on construction work and later as locating engineer on preliminary serveys. In February, 1913, he was appointed resident engineer of the Norfolk division, and one year later became division engineer of the third and Deepwater divisions. From May, 1919, until March, 1920, he was acting chief engineer and at the latter time was appointed assistant chief engineer, which position he was holding at the time of his recent appointment as chief engineer.

A. M. Traugott

## Purchases and Stores

**Walter E. Evans,** who has been appointed purchasing agent of the Grand Trunk Western System of the Canadian National, with headquarters at Detroit, Mich., was born in Montreal, Que., on April 17, 1888, and entered railway service as a clerk in the purchasing department of the Grand Trunk (now a part of the Canadian National) in Montreal in 1906. Ten years later he became accountant, and in April, 1920, became chief clerk and accountant of the office. In April, 1923, Mr. Evans was appointed assistant fuel agent at Toronto, Ont., and in September of the same year became chief clerk to the vice-president in charge of purchases and stores. On May 1, 1924, he returned to Montreal as assistant to the general purchasing agent, which position he was holding at the time of his recent appointment.

W. E. Evans

**A. E. Walters,** division storekeeper on the Illinois Central, with headquarters at Centralia, Ill., has been transferred to the Memphis division of the Yazoo & Mississippi Valley, with headquarters at Memphis, Tenn., succeeding **G. W. Rice, resigned.** Mr. Walters has been succeeded by **J. W. Cockrill,** storekeeper of the Springfield division, with headquarters at Clinton, Ill. **R. J. Gable,** storekeeper of the Indiana division, with headquarters at Mattoon, Ill., has been transferred to Clinton, to succeed Mr. Cockrill and Mr. Gable has been replaced by **G. F. Ohden,** storekeeper of the Mississippi division, with headquarters at Water Valley, Miss. **G. D. Tombs,** assistant storekeeper of the Vicksburg Route division of the Yazoo & Mississippi Valley, with headquarters at Vicksburg, Miss., has been promoted to division storekeeper at Water Valley, succeeding Mr. Ohden.

## Obituary

**Henry Otto,** past president of the American Railway Tool Foremen's Association and for many years general tool foreman of the Atchison, Topeka & Santa Fe at Topeka, Kans., died on January 9, 1927, at Kansas City, Mo.

**Albert MacRae,** editor of the Santa Fe Magazine of the Atchison, Topeka & Santa Fe, died on January 29, at Streeter hospital, Chicago. Mr. MacRae, who was born on July 6, 1876, at Galt, Ont., spent his entire active life in railroad service, leaving the University of Toronto at the age of 20 to become a stenographer on the Union Pacific. In 1902 he became stenographer to the trainmaster and agent on the Santa Fe at Mojave, Cal., serving successively as stenographer to the superintendent at Needles, Cal., as clerk and stenographer in the passenger department at Los Angeles, Cal., and as stenographer to the vice-president in charge of operation. While in the latter position Mr. MacRae suggested the idea of a magazine to be distributed to all employees to John W. Kendrick, vice-president. E. P. Ripley, president, gave approval to the venture and the Santa Fe Magazine was established in December, 1906, with Mr. MacRae as the editor. He served continuously as the editor of the magazine from the time of its establishment and since 1908 he had also been president of MacRae's Blue Book Company.

**J. R. Ruffin,** freight traffic manager of the Norfolk & Western, with headquarters at Roanoke, Va., died on January 28, after several months' illness. Previous to July, 1892, Mr. Ruffin was traveling freight agent for the Norfolk & Western, with headquarters at Roanoke, Va. From July, 1892, until April, 1896, he was division freight agent of the Winston-Salem division of the same road, and was then transferred in the same capacity to the Scioto Valley division at Columbus, Ohio, which position he held until July 15, 1903. He then became general freight agent of the same road at Roanoke, Va., and in December, 1912, became freight traffic manager, which position he was holding at the time of his death.

J. R. Ruffin

**Emery H. Smith,** president of the Merchants Despatch, Inc., and the Merchants Dispatch Transportation Company, subsidiaries of the New York Central, which build refrigerator cars and operate them for many of the large American railroads, died suddenly on January 28, from heart trouble, at his home in New York City. Mr. Smith had not been ill and had been at his office the day previous, although he had not been feeling as well recently as customary. He was born on June 21, 1886, at Adrian, Mich., and war graduated from Yale in 1909. He then became a partner in the exporting and importing metal firm of Vivian, Bond & Company, New York. In 1921 he resigned to become president of the refrigerator car companies.